PRODECO technologies

GENESIS

36V

You have purchased one of the highest quality electric bicycles available today. It is important you read this manual to understand your new electric bicycle. All riders including experienced traditional bicycle riders should read this manual. This manual explains the functions of your new electric bicycle and details on performing basic maintenance. All riders must read the section on throttling due to the nature of how to power the bicycle forward. Please take the time to register your new G Plus Genesis electric bicycle for the warranty to take effect.

USER GUIDE

Some of the content of this manual may differ from your bicycle depending on the options of the bicycle and what your dealer provided.

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OPERATIONAL INSTRUCTIONS

Chapter 1: Introduction

Prodeco Technologies thanks you for your purchase of your new G Plus Genesis. Your bicycle is a high quality and environmentally friendly light electric vehicle. This manual will serve to provide you with the information needed to operate, maintain and enjoy it safely. Your electric bicycle should provide you with years of healthy enjoyment provided you follow these steps.

For technical questions or customer service please contact PRODECO TECHNOLOGIES at 800.943.6190 or e-mail us at service@prodecotech.com.

a. About this manual

To prevent serious injury to yourself and others, and to prevent damage to the bicycle please read and understand these instructions completely before operating your Prodeco Technologies G Plus Genesis. Your new bicycle is a powerful and reliable electric bicycle. You should use caution and care while getting accustomed to your bicycle's riding characteristics. The following manual will provide basic instructions regarding your bicycle's care and maintenance, battery management, operating procedures, and other important information. You should read it thoroughly before riding your new bicycle for the first time. If you have any questions that are not answered in this manual, contact your local authorized Prodeco Technologies dealer or you can call us at 800.943.6190.

b. Important notices

- Always have your electric bicycle's key removed from the battery when not in use, replacing a component or performing maintenance.
- Make sure your electric bicycle is properly fitted to you as described in Chapter 3 "Basic Instructions".
- Perform the mechanical safety check described in Chapter 3 "Basic Instructions" section f "Mechanical safety check" before each ride.
- You should ride your G Plus Genesis as a traditional bicycle under pedal power prior to riding under motor power for the first time. This will allow for the familiarization of how your G Plus Genesis rides and balances.
- When riding under power for the first time, turn the variable throttle very slowly only after pedaling to a slow speed to understand the strength of the front motor's performance and grip on the road surface.
- Always apply full front & rear brake lever pressure when attempting to mount or dismount the bicycle.
- When attempting to mount or dismount the bicycle, the key should be in the off position on the battery.
- Please read the battery pack and detailed charging instructions found in Chapter 8 "Battery Management" before charging the battery pack for the first time.
- You should fully charge the Li-ion LiFEPO4 battery according to the charging instructions before your first ride.
- You should always fully charge your Li-ion LiFEPO4 battery every 10 miles regardless of the amount of small trip distances.
- You should always fully charge your Li-ion LiFEPO4 battery pack after each round trip ride exceeding 7.5 miles.
- Always store the battery pack in a cool and dry place.
- During periods of prolonged storage, the battery pack should be charged at least once every 6 months.
- Your G Plus Genesis can be ridden as a standard bicycle, it is strongly recommended that you do also assist with pedaling upon riding which can greatly increase the distance between battery charges.
- When riding under power, you can enhance distance in between charges by holding the throttle at 10% below full throttle.
- When riding under power, add as much non-powered coasting (similar to traditional pedaling) by releasing the throttle and allowing the bicycle to freely coast under its own momentum. This will greatly increase the distance between charges.
- Familiarize yourself with throttling (10% below full), pedaling and momentum coasting to optimize the distance being available per charge. If planning a long trip, by applying a combination of the 3 distance enhancing methods will allow for an uninterrupted power supply for the entire ride.

c. General warning

Like any sport, bicycling involves the risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know — and to practice — the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduces risk of injury.

This Manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices.

⚠ WARNING: ***This image followed by the word WARNING indicates a potentially hazardous situation that, if not avoided, could result in serious injury or death.***

🛑 CAUTION: ***This image followed by the word CAUTION indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury, serious, damage to the bicycle or the voiding of your warranty or is an alert against unsafe practices.***

Many of the Warnings and Cautions say, "you may lose control and fall". Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death. Because it is impossible to anticipate every situation or condition that can occur while riding, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider.

d. A special note to parents

The Prodeco Technologies G Plus Genesis is intended for use by adult riders only. Many state laws require electric bicycle riders to be a minimum age of 16 with some states having minimum ages set as low as 10 years old and other states up to 18 years old (at the time of the writing of this manual). As a parent or guardian, you are responsible for the activities and safety of your minor child including the following of your state and local laws in regards to the riding of an electric bicycle by a minor (under the age of 18). That includes, if your state allows a minor to ride, making sure that your minor child can safely ride and control all of the operations of the bicycle, and fully understands all warnings and cautions as indicated in this User Guide. Please read on if you have determined that your minor child can legally and safely ride and control all of the operations of the bicycle. That includes making sure that the bicycle is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned and understand the safe operation of the bicycle; and that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent or guardian, you should read and understand this manual. Before letting any child ride the G Plus Genesis or any of Prodeco Technologies electric bicycles, review with them all warnings and cautions; as well as the information on the proper usage of your battery pack, charger and bicycle. You must first confirm the laws, rules and regulations regarding electric bicycles in your state, city and local municipality.

⚠ WARNING: ***Make sure that your child always wears an approved bicycle helmet when riding; but also make sure that your child understands that a bicycle helmet is for bicycling only, and must be removed when not riding. A helmet must not be worn while playing, in play areas, on playground equipment, while climbing trees, or at any time while not riding a bicycle. Failure to follow this warning could result in serious injury or death.***

Chapter 2: Getting Started

🛑 CAUTION: ***If you have purchased the bicycle by mail order or through a sales channel whereas your new G Plus Genesis is still in the box, it is recommended you read Chapter 3 "Basic Instructions" section g "Before your first ride" prior to your first ride. There may be additional adjustments required due to harsh shipping by the freight carrier.***

a. Unpacking your box

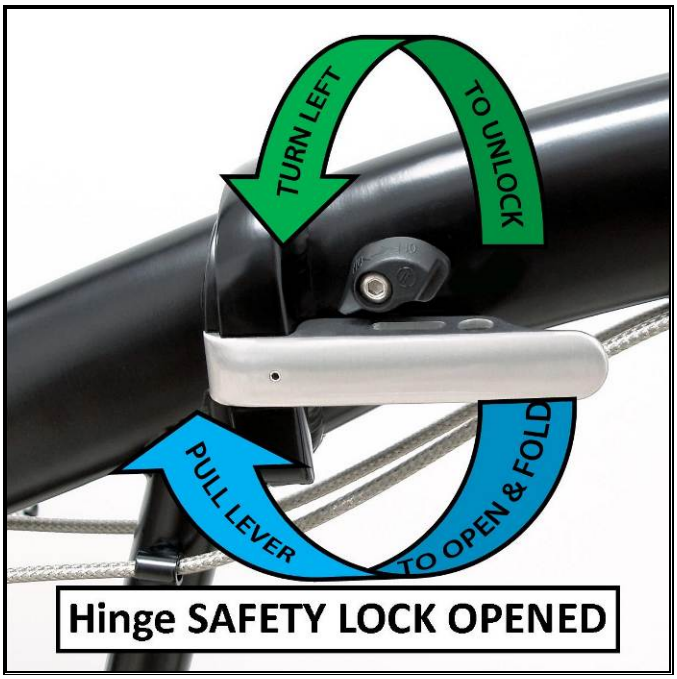
Your G Plus Genesis arrives fully assembled in it's box other than need for the insertion of the seat post and handlebar stem. You can learn on how to insert the seat post and adjust for your height in Chapter 3 "Basic Instructions" section b "Adjusting the saddle". The insertion of the stem and tightening of the stem bolt is detailed on Chapter 3 "Basic Instructions' section c "Installing and adjusting the stem".

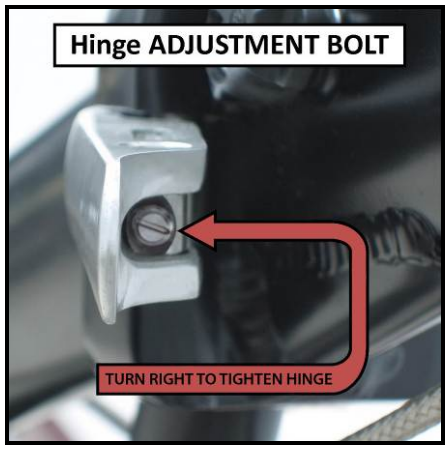
The G Plus Genesis has been fully tested and adjusted prior to being packed in the Heavy Duty double wall box with expanding foam fitting system. To remove the G Plus Genesis from it's box, simply remove the top layer of expanded foam (wrapped in a thin film) and place one hand under the front portion of the frame and the other hand under the center of the frame. Pull up slowly and the bicycle will lift out of the box. Remove the bottom layer of expanded foam (if attached to bicycle) and set the bicycle down by balancing the bicycle on the opened kick stand and both wheels. The kick stand also performs as a crankset protector. To unfold the bicycle, read the following paragraph, section b.

b. Folding and unfolding (SEE PHOTOS BELOW)

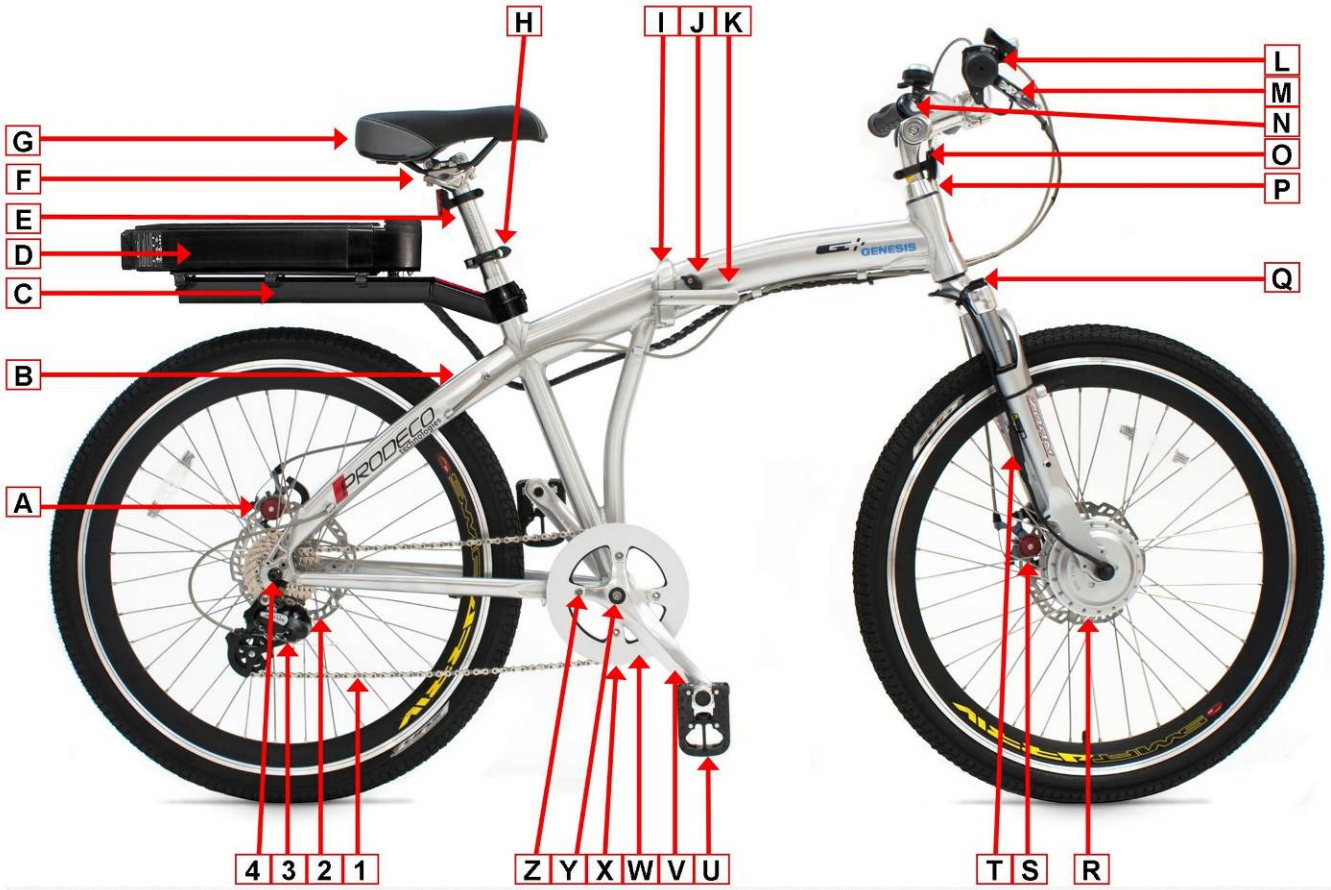
Folding: your bicycle has the ability to fold for easy storing and transporting. There is a quick release lever that will allow the bicycle to fold into an area half of the original size. The pedals can also be folded by squeezing the 2 metal tabs on the outside edges of each pedal, pulling the pedal outwards and then pushing the pedal down. To fold the bicycle you should stand on the right side of the bicycle (the crank set and chain side) and then un-clasp the frame hinge lever after turning the small safety release latch up. You will now be able to fold the bicycle in half. When picking up the bicycle once it has been folded, it is easy to lift by placing one hand under the front portion of the frame and one hand under the center of the frame in front of the seat tube. If folding the bicycle is to allow for the ability to store in a closet or small space, after folding you can roll the bicycle on its own wheel using the saddle nose and handlebar to guide it to the storing area.

Unfolding: your bicycle can easily be unfolded in a matter of seconds. Stand at the right side of the bicycle (the crank set and chain side) and place one hand around the front portion of the frame and one hand under the center portion of the frame behind the frame hinge. Open the frame to a straight position until the spring in the hinge clasp lever locks the lever in place. Close the lever completely and turn the hinge safety release latch down (clockwise) to lock the frame hinge lever in place. For some, it may be easier to use the handlebar stem and seat post to unfold or fold the bicycle. Please make sure the seat post and handlebar stem are tight and secured.





c. Familiarize yourself with your bicycle's parts



Familiarize yourself with your bicycle part's names (clockwise - case sensitive)

A Rear Disc Brake Adjust Knob	K Folding Hinge Lever	U Pedal
B Frame Fender Mount	L Throttle	V Crank Arm
C Battery Base	M Brake Lever	W Chain Guard
D Battery (Removable)	N Shifter	X Chain Ring (front sprocket)
E Seat Post	O Adjustable Stem	Y Crank Bolt
F Saddle Mounting Bracket	P Headset	Z Chain Ring Bolt
G Saddle	Q Suspension Fork Adjusting	1 Chain
H Seat Post Quick Release	R HUB Motor	2 Gear Cassette
I Folding Hinge	S Front Disc Brake Adjust Knob	3 Rear Derailleur
J Hinge Lever Safety Latch	T Motor Quick Connector	4 Rear Quick Release Axle

d. Contents of the box

Check the contents of your box. Your new G Plus Genesis should include the following items in the box or your dealer should have included these items with your purchase:

- G Plus Genesis electric bicycle
- Prodeco G Plus saddle (attached to the alloy seat post)
- Prodeco Technologies 38.4V 9Ah LiFEPO4 removable battery
- 43.8V LiFEPO4 charger
- Charger power cable
- 2 keys
- Two piece multi-use nickel plated tool set
- G Plus Genesis user guide
- 2 cable ties (for future use)

e. A guideline of your G Plus Genesis tool set

The G Plus Genesis includes a multi-use tool set. This tool set includes all the tools necessary to make adjustments and service your new bicycle. The only additional tool you will ever need is an 18mm wrench to remove the front wheel. All other tools are included with the tool kit. The tool kit includes the following tools:

- Philips Screwdriver
- Flat Head Screwdriver
- 2mm Hex Key
- 2.5mm Hex Key
- 3mm Hex Key
- 4mm Hex Key
- 5mm Hex Key
- 6mm Hex Key
- 8mm Socket
- 9mm Wrench
- 10mm Wrench
- 12mm Wrench
- 13mm Wrench
- 15mm Wrench
- 2 Tire Levers

f. Registering your new bike

For the warranty to take effect, you should register your new bicycle. Registration of your electric bicycle with us is the only way we can acknowledge who is the established owner. Your bicycle has 3 individual and unique serial numbers (frame, motor and battery). Each serial number must be registered when filling out the registration form. The serial number on the frame is located under the crank/bottom bracket portion of the frame. The serial number for the motor is found on the motor's QC hologram label. The serial number for the battery is located on the barcode label adhered to the underside of the battery. These numbers should be recorded and registered in case of warranty issues or theft. Please review Chapter 10 "Warranty Service and Repair" section c "Registering your bicycle" on registering your G Plus Genesis. You can register by either filling out the online registration form or by sending us the registration card found in Chapter 10 "Warranty Service and Repair" section d "Registration card".

Chapter 3: Basic Instructions

a. Bicycle Fit

It is very important your G Plus Genesis is properly adjusted for comfort and to avoid the possibility of losing control while riding. The saddle and handlebar have adjustments available to allow riders from 5' 6" to 6' 6" to set the proper measurements allowing for a safe and comfortable riding position. There are saddle height, rotation and distance to steering tube adjustments and also a handlebar height and rotation adjustment. When adjusting the saddle height, it is recommended if you plan to use your electric bicycle also as a traditional pedal bicycle you adjust the saddle height to allow for a full leg extension when pedaling. The ball of your foot when resting on the pedal should only allow for a slight bend at the knee when sitting. Please review the following points in determining how to make the correct adjustments. The subsequent sections will assist you with making these adjustments.

1) Is your bike adjusted to your size?

2) To check, see Chapter 5 "Perfect Fit and Ride". If your bicycle is not properly adjusted for you, you may lose control and fall.

3) Is the saddle at the right height? To check, see Chapter 5 "Perfect Fit and Ride" section a "Stand over height".

4) Are saddle and seat post securely clamped? A correctly tightened saddle will allow no saddle movement in any direction. See Chapter 3 "Basic Instructions" section b "Adjusting the saddle" for details.

5) Are the stem and handlebars at the right height for you? To check, see Chapter 5 "Perfect and Ride" section c "Handlebar height and angle". If not, see Chapter 3 "Basic Instructions" section c "Installing and adjusting the handlebar stem" and it will explain how to adjust.

6) Can you comfortably operate the brakes? If not, you are able to adjust their angle and reach. See Chapter 5 "Perfect Fit and Ride" section e "Brake lever height adjustments" for details.

7) Do you fully understand how to operate your new bicycle? If not, before your first ride, have your dealer or contact us to explain any functions or features that you do not understand after fully reading this manual.

b. Adjusting the saddle

Your saddle has the ability to adjust the height instantaneously via a quick release clamp. There is also the ability to tilt the nose of the saddle up or down and adjust your riding position to be further or closer to the handlebar. The latter two require the use of the multi-use tool included with the purchase of your G Plus Genesis. Please review the following details on adjusting your saddle.

- To adjust the height of the saddle or remove the seat post, please review the details below (no tools required). The quick release lever should be opened by pulling the lever away from the seat tube allowing for the seat tube clamp to loosen the grip around the post. This will allow you to raise or lower the saddle to the desired height. Do not over extend the seat post past the seat tube clamp, there is a minimum insertion line on the seat post which must be followed and you must not extend the seat post past this mark. It is also important the seat tube clamp is sufficiently tight when closing to maintain enough pressure around the seat post for it not to slide downwards after the quick release lever is closed. This can be accomplished by tightening the quick release nut clock wise which is located at the opposite end of the quick release lever.

⚠ WARNING: ***The seat post includes a minimum insertion mark. It is important you do not allow the seat post to be clamped below this mark. This mark must be inserted into the frame pass the top of quick release clamp. If clamping below this mark, it can cause the seat post to break, failure to follow this warning could result in serious injury or death.***

● CAUTION: ***The seat tube quick release clamp must be checked for tightness to ensure the saddle will not accidentally slide into the seat tube when riding. This can cause a rider to lose balance and may result in a fall.***

- To tilt the nose of your saddle upwards or downwards, please review the details below (you will need to use the 5mm hex key included with your G Plus multi-use tool kit that came with your bicycle). The saddle mounting clamp attaches the saddle to the seat post via a front and rear barrel nut and bolt. To bring the nose of the saddle down, loosen the rear bolt by 1 full counter clockwise rotation and tighten the front bolt by 1 full clockwise rotation. Check for comfort and if the nose is still too high, attempt the above step again. Continue to adjust by following the step above over and over until the desired nose height is established. If you prefer to raise the nose, you can follow the above step but in the opposite direction (loosen the front bolt counter clockwise 1 rotation and tighten the rear bolt clockwise 1 rotation). ***All bolts should be tightened to 140 in*lb.*** (SEE PHOTO BELOW)

● CAUTION: ***The saddle mounting clamp front and rear barrel nut and bolt must remain tight at all times. Test saddle for looseness or play in the rotation of the nose. If saddle is loose, tighten the clamp bolts to ensure the saddle will not accidentally rotate up or down when riding. Both bolts should be tightened to 60 in*lb. If loose, this can cause a rider to lose balance and may result in a fall.*** (SEE PHOTO BELOW)

- Your saddle can be adjusted to be closer or further away from the steering tube/handlebar (you will need to use the 5mm hex key included with your G Plus multi-use tool kit). This adjustment is minimal but allows a 7.5mm adjustment in either direction from center mount (15mm total, close to 5/8”). To adjust the saddle closer or further, you must loosen the rear and front barrel nut and bolt set which connects the saddle rails to the saddle mounting clamp located at the top of the seat post. Loosen both bolts by rotating 2 times counter clockwise each. This should allow for sufficient looseness to slide the saddle rails in either direction on the saddle mounting clamp. You must not allow the edge of the saddle mounting clamp to meet with the saddle rail bends. The edge of the clamp must be a minimum of 5mm from the saddle rail bends. Upon establishing the correct position, tighten the saddle mounting clamp bolts 2 times in clockwise direction. Check for tightness of bolts and continue turning if loose. ***All bolts should be tightened to 140 in*lb.***

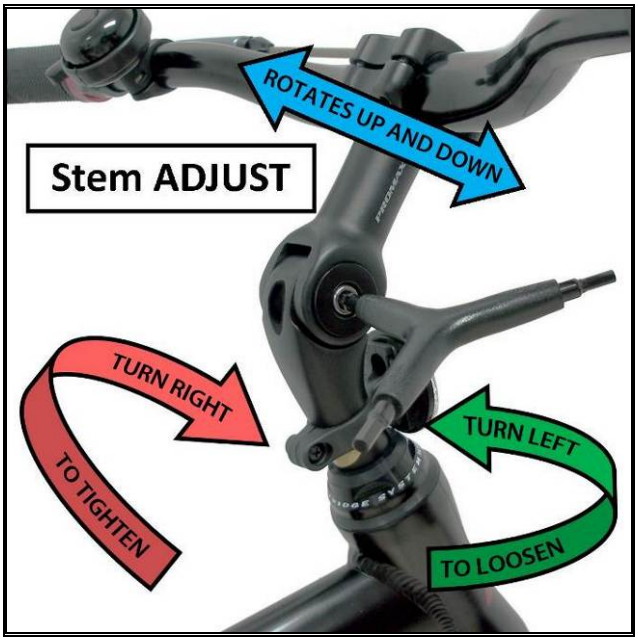
CAUTION: ***The saddle mounting clamp front and rear barrel nut and bolt must remain tight at all times. Test saddle for looseness or play in the rotation of the nose. If saddle is loose, tighten the bracket bolts to ensure the saddle will not accidentally rotate up or down when riding. Both bolts should be tightened to 140 in*lb. If loose, this can cause a rider to lose balance and may result in a fall.***

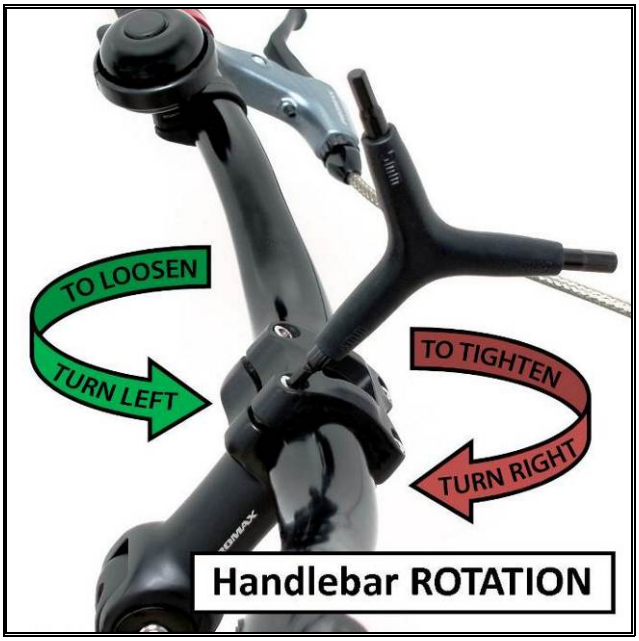
CAUTION: ***The edge of the saddle mounting clamp must have a minimum of 5mm of clearance from the saddle rail bends. If the edge of the clamp is mounted to close the saddle rail bends and the rider does not position themselves properly on the saddle, this could result in the rails becoming unstable due to the leverage of the riders weight. The rails can bend and can cause a rider to lose balance and may result in a fall.***

c. Installing and adjusting the handlebar stem

The handlebar and stem of the G Plus Genesis is shipped not inserted into the steerer tube. The handlebar and stem is temporarily attached to the frame with shipping ties. Using scissors, cut the ties to free the handlebar and stem from the frame. Slide the stem quill into the steerer tube and set the stem to the preferred height for riding (see photo below for term explanation). The steerer tube is at the inside and center of the headset. The stem quill must be inserted to the minimum insertion mark located on the side of the quill. Once inserted to the desired height, remove the small plastic stem quill bolt cover and using the 6mm hex key from the multi use tool kit, slightly tighten the stem quill bolt but not fully. You will need to align the handlebar and stem with the front wheel prior to fully tightening. To align the handlebar and stem, stand in front of the bicycle and hold the front wheel between both knees as not to allow the wheel to move. Using the grips of the handlebar, align the stem straight with the front wheel. The handlebar itself should cross the wheel from left to right in a perfect straight line and intersect the stem at a 90º angle. Once the handlebar and stem are aligned, you can now fully tighten the stem quill bolt. You will need to tighten at full force if using the multi use tool kit. A torque wrench is suggested and the stem quill bolt should be tightened to 20.8lb*ft. After tightening the stem quill bolt, reinsert the stem quill bolt cover. It is very important the stem bolt is properly tightened as not to come loose during a ride.

The stem can also be adjusted for rise. When adjusting for rise, the stem will rotate closer to the rider allowing for a more upright riding position. The rotation adjustment bolt is torque and tightened at the factory prior to shipping. If adjusting the rise of the stem, you must afterwards properly tighten the rotation adjustment bolt. A loose rotation bolt can become very dangerous during a ride if the stem drops from not being properly tightened. To adjust the rise of the stem, locate the adjusting bolt on the right side of the stem. Using the 6mm hex key which is included with the multi use tool kit which came with your bicycle, loosen the rotation adjustment bolt. Pivot the stem to the desired riding position and tighten the rotation adjustment bolt. You will need to tighten at full force if using the multi use tool kit. A torque wrench is suggested and the rotation adjustment bolt should be tightened to 180lb*in.





CAUTION: ***The handlebar stem quill bolt and rotation adjustment bolt must be checked for tightness to ensure the handlebar stem will not accidentally slide into the steering tube or the handlebar does not turn the wheel or the stem rise falls upon riding. Either accident can cause a rider to lose balance and may result in a fall.***

d. Your local electric bicycle and bicycle laws

Your new G Plus Genesis was designed to follow the federal guidelines to establish the Genesis as a traditional pedal power bicycle within most USA states and to be allowed to ride in bicycle pathways. Electric bicycle laws however change often and you are responsible to confirm legal status of the riding of your electric bicycle in bicycle pathways. Below is a reference section on the USA electric bicycle federal guidelines:

Electric Bicycle Laws *(please contact your local transportation department for the specific laws in your state and city regarding riding electric bicycles on bike pathways)*

Prodeco Technologies offers the information below as guidance and does not guarantee or assure riders they are following the rules and regulations of their state.

Electric bicycle laws may vary by state to state with most states following the classification of that by the CPSC (Consumer Product Safety Commission), DOT & NHSTA. Further, the US NHSTA (National Highway Traffic Safety Administration) defines low-speed electric bicycles (under 20mph) also as consumer products and not Motor Vehicles for safety standards. The NHSTA adheres for the most part to the CPSC guidelines. We included reference below on how electric bicycles are perceived by the Federal Government's most important agencies. We

do believe new regulation and rules will apply in the future upon the electric bicycle becoming one of the standard forms of transportation for the masses. Prodeco Technologies will continue to follow new rules and guidance set forth by these agencies, always welcoming and adhering to the guidelines they feel are required to assure safety for the electric bicycle rider.

On October 22, 2008, the Federal Highway Administration (FHWA) updated the Bicycle and Pedestrian Provisions of Federal Transportation Legislation to make technical corrections and clarifications.
Below are the important updates reflecting electric bicycles:
Motorized Vehicle Use: In general, motorized vehicles are not permitted on non-motorized trails and pedestrian walkways funded under Title 23. Exceptions to this general rule exist for maintenance vehicles; motorized wheelchairs; when State or local regulations permit, snowmobiles; and electric bicycles (weighing under 100 pounds and a top speed of less than 20 miles per hour); "and such other circumstances as the Secretary deems appropriate" (except the Recreational Trails Program which specifically provides funds for motorized trails). In 2008, FHWA developed a Framework for Considering Motorized Use on Non-motorized Trails and Pedestrian Walkways to implement the "other circumstances" provision.

Prodeco Technologies only offers electric bicycles that fall under the category of "weighing under 100 pounds and a top speed of less than 20 miles per hour". According to the DOT and NHSTA, Prodeco electric bicycles meet the exception of Motorized Vehicles and therefore can be ridden on non-motorized trails and bike paths permitting state and local laws.

Framework for Considering Motorized Use on Non-motorized Trails and Pedestrian Walkways under 23 U.S.C. § 217
The purpose of this document is to provide guidance to Federal Highway Administration (FHWA) division offices and a consistent framework for determining when to permit an exception for motorized use on non-motorized trails and pedestrian walkways under 23 U.S.C. § 217(h)(5). The relevant legislation reads as follows:
23 U.S.C. § 217. Bicycle Transportation and Pedestrian Walkways (h) Use of Motorized Vehicles.--Motorized vehicles may not be permitted on trails and pedestrian walkways under this section, except for-- (1) maintenance purposes; (2) when snow conditions and State or local regulations permit, snowmobiles; (3) motorized wheelchairs; (4) when State or local regulations permit, electric bicycles; and (5) such other circumstances as the Secretary deems appropriate.
(j) Definitions.--In this section, the following definitions apply:
(2) **Electric bicycle.--The term "electric bicycle" means any bicycle or tricycle with a low-powered electric motor weighing under 100 pounds, with a top motor-powered speed not in excess of 20 miles per hour.**
(4) Wheelchair.--The term "wheelchair" means a mobility aid, usable indoors, and designed for and used by individuals with mobility impairments, whether operated manually or motorized.

The above **23 U.S.C. § 217** offers direction that the Prodeco Electric Bicycles are allowed on bike-paths (non-motorized trails) due to Prodeco electric bicycles falling under the classification of less than 100 pounds and under 20 mph.

HR 727
SECTION 1, CONSUMER PRODUCT SAFETY ACT
The Consumer Product Safety Act (15 U.S.C. 2051 et seq) is amended by added at the end of the following:

LOW-SPEED ELECTRIC BICYCLES
SEC. 38.(a) Notwithstanding any other provision of law, low-speed electric bicycles are consumer products within the meaning of section 3(a)(1) and shall be subject to the Commission regulations published at section 1500.18(a)(12) and part 1512 of title 16, Code of Federal Regulations.

(b) For the purpose of this section, the term `low-speed electric bicycle' means a two or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.
(c) To further protect the safety of consumers who ride low-speed electric bicycles, the Commission may promulgate new or amended requirements applicable to such vehicles as necessary and appropriate.

(d) This section shall supersede any State law or requirement with respect to low speed electric bicycles to the extent that such State law or requirement is more stringent than the Federal law or requirements referred to in subsection (a).

SEC. 2. MOTOR VEHICLE SAFETY STANDARDS.
For purposes of motor vehicle safety standards issued and enforced pursuant to chapter 301 of title 49, United States Code, a low-speed electric bicycle (as defined in section 38(b) of the Consumer Product Safety Act) shall not be considered a motor vehicle as defined by section 30102(6) of title 49, United States Code.

Local Bicycle Laws

- Most states have their own set of bicycle laws regarding traditional pedal powered bicycles. With most states recognizing electric bicycles as traditional pedal powered bicycles you must know these laws in your area. Your Department of Transportation or Cycle Clubs in your area will have the details involving riding a bicycle in your area and your city's bike pathways. Requirements for riding changes with areas with most cities requiring LED lights, hand signals, riding on the correct side of the road, riding behind and not parallel to other cyclist, etc…

e. Safety first

It is important you follow your local bicycle laws but also it is important you ride safely. Below are examples of understanding how to ride your new G Plus Genesis safely.

- Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care of your helmet.
- Do you have all the other required and recommended safety equipment for your area? It's your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
- Do you know how to correctly check your wheel axle nuts? Do you understand proper braking techniques? Is your saddle properly adjusted? How do you power your new electric bicycle? These are all questions you should have the answers to prior to riding for the first time. This USER GUIDE will answer most of the questions you have in regards to your new bicycle and assist you in ensuring your electric bicycle remains safe to ride. You should first read the USER GUIDE in its entirety and familiarize yourself with your new bicycle prior to riding.
- For further safety guidelines, please read Chapter 4: Safety

f. Mechanical safety check

Check the condition of your bicycle before every ride.

- **Nuts, bolts and straps:** Make sure nothing is loose. Lift the front wheel off the ground by two or three inches then let it bounce on the ground. Anything sound, feel or look loose? Do a quick visual and tactile inspection of the whole bike. Are there any loose parts or accessories? If so, secure them. If you're not sure, ask someone with experience to check.
- **Tires and Wheels:** Make sure tires are correctly inflated, see Chapter 6. Check by putting one hand on the saddle, one on the intersection of the handlebars and stem, then bouncing your weight on the bike while looking at tire deflection. Compare what you see with how it looks when you know the tires are correctly inflated; and adjust if necessary. Are the tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike. Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bike to a qualified bike shop to have the wheel trued.
- **Brakes:** Check the brakes for proper operation. Squeeze the brake levers. Are the brakes properly releasing? All control cables seated and securely engaged? Do the disc brake pads grasp the rotors within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the bike until the brakes are properly adjusted.
- **Quick Releases:** Make sure seat post, rear axle & frame quick release levers are properly adjusted and all are in the locked position.
- **Handlebar and saddle alignment:** Make sure the saddle and handlebar stem are parallel to the bike's center line, clamped and bolts tightened enough so that you can't twist them out of alignment. If not, align and tighten them.
- **Handlebar ends:** Make sure the left handlebar grip and right throttle grip are secure and in good condition. If not, replace them.
- **Battery Pack Attachment:** Ensure your battery pack is firmly attached to your bicycle before riding. To test battery attachment, pull up on the battery pack handle after battery is locked in place. If attached properly you will not be able to slide the battery off the bike. If not, the battery pack will slide off the bike.

CAUTION: ***The braking of your bicycle is one of the highest concerns in safety. Proper brake lever mounting and cable adjustment is crucial for your brakes to work properly.***

WARNING: ***All Quick release levers must be closed and the clamps or axles tight. One loose quick release lever can cause the rider to lose control and cause serious injury or death.***

WARNING: ***Loose or damaged handlebar grips or extensions can cause you to lose control and fall. Unplugged handlebars can cut your body, and can cause serious injury in an otherwise minor accident.***

g. Before your first motorized ride

Before your first ride study this manual in its entirety. Make sure you are comfortable and confident when sitting on the bicycle. If an adjustment does not feel right or something feels loose, check to ensure you are properly fitted to the bike and do a mechanical safety check as explained in the previous section. Then make sure you fully charged your battery with the appropriate charger included with your bicycle. Be sure to firmly attach the battery to the bicycle. Try to slide the battery off the bike by the battery handle to ensure proper installation. Read Chapter 3, section h. (the following section) again.

h. First motorized ride

When you buckle on your helmet and go for your first familiarization motorized ride on your new bicycle, be sure to pick a controlled environment, away from cars, other cyclists, obstacles or other hazards. Ride to become familiar with the brake levers against throttling, variable throttle performance while pedaling your new bike and not pedaling. The first motorized ride should be initially pedaling and then slowly turning the throttle counter clockwise to feel the engagement of the HUB motor. Get use to the sensation of power.

- Familiarize yourself with the braking action of the bike. Test the brakes at slow speed, putting your weight toward the rear and gently applying the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall (see section j.).
- Your bike has a front suspension system, familiarize yourself with how the suspension responds to braking application and rider weight shifts.
- Check out the handling and response of the bike; and check the comfort.
- If you have any questions, or if you feel anything about the bike is not as it should be, take the bike back to your dealer for advice or contact us.

i. Riding an electric bicycle

Riding an electric bike is similar to riding a non-electric bike but there are some differences to note. An electric bike is slightly heavier and requires more time to stop due to higher traveling speeds. Your bike is also equipped with a powerful motor that provides a boost noticeable when starting from a stop. The boost is exhilarating, but you must be comfortable with the sensation before riding in crowded or congested areas. To maximize battery life, assist with pedaling, engage throttle to 90% or less and add considerable coasting (pull back to no throttle upon reaching speed) to your riding. Your battery is a finite resource and proper riding techniques will prolong its distance per charge.

j. Using your throttle

The variable throttle included with your G Plus Genesis was designed to allow you the ability to choose the speed to ride at and determine the amount of torque off the line. Similar to an automobile; the rotation of the throttle mimics the depressing of the accelerator. The higher the speed, the less distance per charge (less distance per gas tank), the faster you accelerate off the line, the less distance per charge. If there are multiple stop and go's this also affects the range of distance per charge. It is recommended you become accustomed to your style of riding and adjust the style depending on distance needed per charge. For example: if you are planning a short local trip, full throttle at takeoff and top speed will not be an issue due to your ability to be able to recharge the battery prior to the next trip. If you are planning a longer trip, 10-15 miles or more, it is suggested you add pedaling, hold throttle back 10% and whenever possible allow the bicycle to coast under no power. Coasting under no power is similar to riding a traditional pedal powered bicycle. When riding, a rider will pedal for a few seconds and then stop pedaling, allowing the bike to coast with no power being used. This will greatly enhance your distance between charging.

k. Using your brakes

Your G Plus Genesis includes a high performance "Tool Free" adjusting Promax Disc Brake system. Promax's top of the line XL-86 levers were chosen for their ability to offer quick stopping power with slight pull effort. The levers where matched to Promax's latest disc brake system, the DSK-715 front and rear disc brakes. Your new Storm stops quickly and accurately. Oversized 180mm stainless steel disc rotors were utilized for the front axle for increased heat dissipation. When properly adjusted, the Storm's high performance disc brake system offers tremendous stopping power but they must be properly adjusted. Prior to leaving the factory, the G Plus Genesis brakes were adjusted tight and properly tested. Due to cable stretching from new, your brakes may need to be readjusted within a few weeks of riding. Please refer to Chapter 7 "Maintenance and Replacement", section c "Brake adjustments" to adjust your brakes for optimum performance.

When braking, both brake levers should be applied simultaneously. Your left brake lever manages your front brake and your right brake lever manages your rear brake. You should first become accustomed with the stopping power of each brake (front & rear). Test each brake separately in a controlled environment for their ability to stop the bicycle. Front brakes when locked can cause the rear wheel to come off the ground and the rider can be thrown off the. In emergency situations, apply pressure to each brake lever, shift your weight to the back of the bicycle and only attempt to use full force on the front brakes when the bicycle is not stopping quickly enough. You should always keep a safe distance according to speed between vehicles, pedestrians and other bicycle riders from yourself.

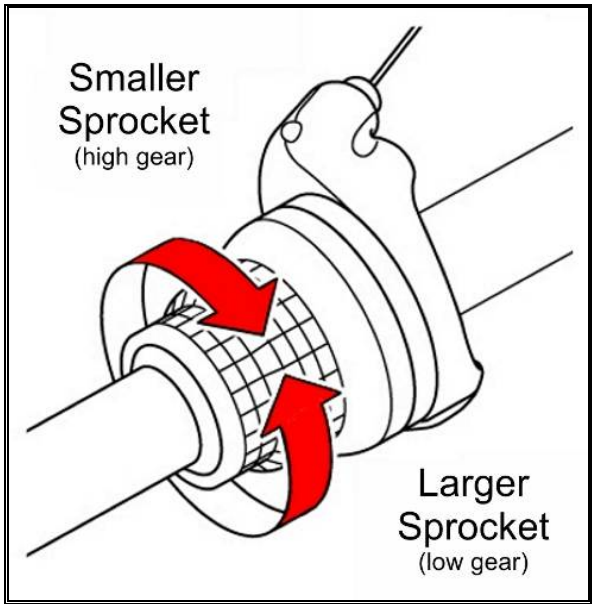
⚠ WARNING: ***Locking the front wheel during braking can cause the rear wheel to lift off the ground and throw the rider off the bicycle. Both brake levers should be applied simultaneously. In an emergency situation shift your weight to the back of the bicycle. Locking the front wheel can cause the rider to lose control, be thrown and cause serious injury or death.***

l. Pedaling

Pedaling your G Plus Genesis is the same as pedaling a traditional bicycle. It is recommended you add pedaling to the power of the bicycle to enhance the distance per charge. The G Plus Genesis is a 7 speed bicycle and has the ratio of a 44T front chain ring (sprocket) against a 11-28T rear cassette which is designed to offer an easy pedaling pace at any speed from 1 MPH to 16 MPH. It is recommended on steep inclines; the rider utilizes the throttle to assist in powering the bicycle up the incline but simultaneously drops the bicycle to a lower gear. If a rider's style of riding is throttle only with no pedaling, distance per charge will be decreased and upon a steep incline, the rider is required to assist the motor by pedaling to power up the incline.

m. Shifting gears

The shifting of gears is required to change the ratio of the rotation of pedaling to allow more or less torque and lower or higher speeds according to one complete rotation of the crank set. If requiring more torque, you will shift to a larger rear sprocket for a higher rotation of pedaling to a lower speed of the rear wheel. To switch to a larger rear sprocket, you will need to shift to a lower gear. Gear 1 is the largest sprocket which is 28 Teeth and your lowest gear. One full crank rotation creates a 1.57 turn of the rear wheel. For higher speeds from less rotation of the crankset on flat pathways, you will shift to a smaller rear sprocket for a higher wheel rotation to a lower crankset speed. To shift to a smaller sprocket, you will need to shift to a higher gear. Gear 7 is the smallest sprocket with 11 Teeth and your highest gear. One full crank rotation creates a 4 turn of the rear wheel. Please review the photo below on shifting gears.



n. Watching for obstacles around you

Your new G Plus Genesis travels at higher speeds than most riders are accustomed to when pedaling a traditional bicycle. It is very important you are aware of your surroundings and obstacles which may appear near you. You must watch the road surface you are traveling on which could allow for the tires to slip or cause a flat. Examples are soft shoulders, rocks, pot holes, uneven paths, grates, construction sites and more. Due to the higher rate of speed when riding under motor power versus pedaling, objects will advance in your path at a faster rate. Pay attention to other riders in your area, automobiles, motorcycles, pedestrians, poles, intersections and road signs to name a few. The G Plus Genesis resembles a traditional bicycle and people whether walking, driving or standing may not realize you are on a motor powered vehicle and misjudge your traveling speed.

⚠ WARNING: ***Hitting a pot hole, soft shoulder or other road deviation may cause you to lose control, be thrown and cause serious injury or death.***

o. Safe riding in various conditions

Riders may find themselves riding in a condition they did not plan on encountering. It is important your new G Plus Genesis is maintained properly for optimum performance. Please read Chapter 7 on the details required to keep your electric bicycle at its best. An unexpected rain storm, snow flurry or night ride could arise during a day's trip and you should always be prepared. Please read Chapter 4 on Safety, so upon encountering an unexpected ride condition, you will be confident and ready.

p. Charging your battery

The G Plus Genesis's battery system is the safest and latest technology in Lithium Ion battery cells and was designed to be easily charged. Chapter 8 offers a detailed explanation on battery management but the following information is a basic guide in charging your battery. The battery is a removable device and can be charged on or off the bicycle. If removing the battery to charge it, please follow these instructions.

- Locate the key ignition on the battery and turn the key in a counter clockwise rotation to the "UNLOCK" position. You must push the key in to turn from the "OFF" position to the "UNLOCK" position.
- Grab the handle at the back of battery and carefully pull towards the back of the bicycle to slide off.
- The battery is now transportable and can be charged away from the bicycle when in "UNLOCK" position.

For charging, please review the following instructions.

- Lift up the handle of the battery to access the RCA charging input.
- Insert the charging plug from the charger into the battery's RCA charging input.
- Insert the charger's power cord into a wall outlet.
- The charger's LED light will light RED while the charger is charging the battery.
- The charger's LED light will light GREEN upon the battery being fully charged.
- There is also a battery indicator for checking a full charge. Press the indicator button to display the battery's energy storage. The indicator is located under the battery handlebar.
- Once the battery is charged, you should discontinue charging and remove the charger.
- Unplug the charger's power cord from the wall and remove the charging plug from the battery.
- You are ready to install the battery pack back onto your bicycle.
- To install the battery, first align the bottom of the battery with the battery base rail.
- Once aligned, slide the battery completely into the battery base and until the battery base terminals insert into the battery's terminal outlets.
- Once the battery is properly slid into place, you can then turn the key to the "ON" position.
- The LEDs on the throttle in the "ON" position will display a charged battery's energy capacity.

Chapter 4: Safety

The manual has detailed safety riding methods. In this chapter we will further discuss additional safety guidelines.

a. The basics

Below is a basic guideline according to the CPSC (US Consumer Product Safety Commission) in regards to riding a bike safely.

- Always wear a helmet to help prevent head injuries.
- Observe all traffic laws and signals, just as automobiles must do.
- Don't ride double or attempt stunts.
- Ride near the curb in the same direction as traffic.
- Find alternate routes, rather than ride through busy intersections and heavy or high-speed traffic.
- Walk -- don't ride -- your bicycle across busy intersections and left turn corners.
- Avoid riding in wet weather. When wet, handbrakes may require a long distance to stop.
- Avoid riding in the dark. If you do, be sure the bike is equipped with a headlight, a taillight and reflectors. Apply retro-reflective trim to clothing, or wear reflective vests and jackets.
- Avoid loose clothing or long coats that can catch in pedals or wheels. Leg clips or bands keep pants legs from tangling in the chain.
- Avoid crossing raised sewer grates.
- Regular maintenance is essential for safe riding. Refer to the maintenance recommendations. If you do not have basic mechanical skills, an authorized dealer should perform repairs and maintenance.
- Align (or "true") wobbly wheels for better control. Spokes also may need adjustment.
- Replace all missing, damaged, or worn parts; for example, brake pads, chainguards, chain links, spokes, screws and bolts, handlebar grips.
- Tighten and/or adjust loose parts.
- Periodically inspect frame, fork, spindles and other components for cracking.
- Parts should be adjusted to manufacturer's torque specifications.
- Inflate tires to recommended pressure, and replace worn tires.
- Lightly oil and clean moving parts. Keep oil off rubber.
- Keep bicycle indoors when not in use.

b. Riding Safety

Below are detailed guidelines according to the NHSTA (National Highway and Traffic Safety Administration) on bicycle safety

- **Protect Your Head: Wear a Helmet -** Never ride a bicycle without wearing a properly fitted helmet. Helmets are proven to be 85-88 percent effective in preventing traumatic brain injury, the primary cause of death and disabling injuries resulting from cycling crashes. Wear a helmet that meets the U.S. Consumer Product Safety Commission (CPSC) standard (see inside of helmet for presence of a label).

- **Assure Bicycle Readiness: Ensure Proper Size and Function of Bicycle -** Make sure the bicycle fits you: Stand over the top of the G Plus Genesis bicycle – there should be minimum 3 inches of clearance from the frame bar. Seat height — as previously mentioned, with the ball of your foot on the pedal, the fully extended leg should have a slight bend. Check all parts of the bicycle to make sure they are secure and working well: The Handlebar should be firmly in place and turns easily. The wheels must be straight and secure; the quick release rear axle must be secured.

- **Stop It: Always Check Brakes Before Riding -** Always control your speed by using your brakes. Apply the rear brake slightly before the front brake. Always keep your brakes adjusted. If you cannot stop quickly, adjust your brakes. Review Chapter 7 “Maintenance and Replacement” section c “Brake adjustments” to adjust the brakes. When your hand brake levers are fully applied, they should not touch the handlebars. Ride slowly in wet weather and apply your brakes earlier, it takes more distance to stop.

- **See and Be Seen -** Wear clothes that make you more visible. Always wear neon, florescent, or other bright colors when riding a bicycle.

- **Avoid Biking at Night -** It is far more dangerous to bicycle at night than during the day. The G Plus Genesis requires LED lights for night time riding. If you must ride at night, you should also do the following: wear retro-reflective clothing or material, not just white or florescent, especially on your ankles, wrists, back, and helmet. Only ride in areas familiar to you. Brightly lit streets are best. Always assume you are not seen by a driver. Children should NOT ride at night.

- **Go With the Flow: The Safe Way is the RIGHT Way -** Ride on the right side in a straight, predictable path. Always go single file in the same direction as other vehicles. Riding against traffic puts you where motorists don't expect you. They may not see you, and may pull across your path, or turn into you.

- **Check for Traffic: Always Be Aware of the Traffic Around You -** Over 70 percent of car-bicycle crashes occur at driveways or other intersections. Before you enter any street or intersection, check for traffic. Always look left-right-left, and walk your bicycle into the street to begin your ride. If you are already in the street, always look behind you for a break-in traffic, then signal before going left or right. Watch for left or right turning traffic.

- **Learn Rules of The Road: Obey Traffic Laws -** Bicycles are considered vehicles. Bicyclists must obey the same rules as motorists. Read your State drivers handbook, and learn and follow all the traffic signs, laws, and rules for operating a vehicle on the road. Always signal your moves. Be courteous to pedestrians and other vehicle operators. *Never wear headphones* while riding as they impair your ability to hear traffic. Become familiar with the accommodations that are available for bicyclists in your area. These include bicycle lanes and routes as well as off-road paths. Take advantage of these whenever possible.

- **“Drive” with Care: Share the Road -** When you ride, consider yourself the driver of a vehicle and always keep safety in mind. Choose to ride in the bike lane, if available. If the roadway or bike lane is wide, ride to the right; if the lane is narrow, you may choose to ride in the middle of the lane. Take extra precautions when riding on a roadway. Bicycles are smaller than automobiles, and don’t protect the operator like an automobile. You should: Make eye contact, smile, or wave to communicate with motorists. Courtesy and predictability are a key to safe cycling; Be considerate and aware of motorists and pedestrians. Learn to anticipate their actions. Remember, pedestrians have the right of way; Ride far enough away from the curb to avoid the unexpected from parked cars (i.e. opening doors or drivers pulling out without checking); Keep control of your bicycle: look behind you while maintaining your bicycle in a straight path; be able to ride with one hand on the handlebars and signal a turn. (Practice these skills in a parking lot); Always look over your shoulder, and if possible, signal before changing lanes; Make sure that books, clothes, and other items are securely attached to the bicycle or carried in a backpack; and Use bells, horns, or your voice to alert pedestrians and bicyclists that you are approaching or passing.

- **Stay Focused: Stay Alert -** Never wear headphones; they hinder your ability to hear traffic. Always look for obstacles in your path (potholes, cracks, expansion joints, railroad tracks, wet leaves, drainage grates, or anything that could make you fall). Before going around any object, scan ahead and behind you for a gap in traffic, signal your intentions to move, and then follow through with your intentions. Be aware of the traffic around you. Ride defensively. Use extra care when riding in wet weather, ice, frost, or snow. Slow your speed and allow extra time and space to stop. Use extra care when crossing bridges which are extra slippery under wet conditions. Use caution when crossing a railroad track; cross tracks at a 90-degree angle and proceed slowly.

c. Wet weather riding

You should avoid whenever possible to ride your bicycle in the rain. Riding a bicycle in the rain is like driving a car in the snow. You will not be able to stop as fast and must leave a larger distance between you and the obstacles around you. Your brakes will not perform as quick when they are wet. You will not be able to turn as sharp without the danger of slipping. You must also ride away from or be cautious around painted lines, pot holes, sewer or drain grates, rail road crossings, bridges, wet leaves and any other area where a slippery surface can appear with water. Keep an eye out for puddles and turn your lights on if you have them. If you live in an environment where rain riding is expected, you should install front and rear fenders if you have not already done so. Use a cover for your bicycle if leaving it outdoors. Extensive rain can seep into the controller and battery and cause water damage.

d. Reflectors

The CPSC (US Consumer Product Safety Commission) requires front, rear, wheel and pedal reflectors. Your G Plus Genesis includes federal regulated reflectors and they should not be removed. If needing to be replaced, replace them with authorized Prodeco reflectors or reflectors approved by the CPSC.

e. Night riding

Almost anywhere in the world today, bicycle night riding requires front and rear lights on your bicycle. You must install front and rear lights if you plan on riding at night. Check your local laws on what is required for night riding. Always wear retro-reflective clothing or material, not just white or florescent, especially on your ankles, wrists, back, and helmet. Only ride in areas familiar to you. Brightly lit streets are best. Always assume you are not seen by a driver. Children should NOT ride at night.

f. Adding accessories

When adding accessories to your bicycle you must check to confirm they do not lower the safety value of your bicycle. Prodeco Technologies offers authorized accessories for your bicycle which have been approved not to lower the safety value. Ask your authorized dealer or contact us if you are not sure about adding an accessory to your bicycle and the possibility of lowering your bicycle's overall safety.

Chapter 5: Perfect Fit and Ride

It is very important your new G Plus Genesis is adjusted properly for your size and for comfort. The G Plus Genesis has multiple adjustments available to offer a comfortable and safe position for riding. A properly sized and adjusted bicycle allows the rider to remain fully alert and avoid injury. Review this chapter carefully and all the adjusting points of your new G Plus Genesis. If you have difficulty in obtaining the most comfortable riding position or performing available adjustments, contact your authorized dealer for advice. You can contact Prodeco Technologies directly by phone or email and we will assist you with the proper adjustments for your bicycle and your size.

The following list is the areas of adjustability the G Plus Genesis offers:

- Saddle height
- Saddle nose angle
- Saddle distance from steering tube and handlebar
- Handlebar height
- Stem rise and rotation
- Brake lever angle
- Brake lever reach
- Fork suspension firmness

a. The basics

Understanding the basics to a bicycle frame size will help in determining the correct positions and adjustments for your body size and comfort. The G Plus Genesis's frame was designed to easily accommodate all riders from 5' 6" to 6' 6" utilizing the available adjustments. The frame size can be considered anywhere from an 18" to 23" if comparing to traditional measurements. The most important information to remember when sizing your bicycle is that you are comfortable riding, especially when pedaling. With throttled electric bicycles some riders may choose not to pedal and the measurement will be different than for a rider who chooses to pedal and is the same size. Scooters for instance have a much lower saddle height than bicycles due to scooters not being pedaled. A higher saddle height is only recommended for riders who pedal allowing them a full extension of their leg per rotation of the crank.

b. Frame size

The typical measurement number used today in deciding if a frame size is the correct size for a rider is the seat tube length. This number usually begins around 17" for MTB style bicycles and can go as high as 25" for Road style bicycles. MTB bicycles will usually be 10% smaller in number size for the same height rider when comparing to Road sizes. The seat tube length is measured from the centerline of the crank (bottom bracket) to the top of the seat tube (seat tube clamp). There is another measurement sometimes forgotten which is actually more important, this is the top tube length (seat tube to the steering tube). Most manufacturers will proportionally adjust the top tube length according to the seat tube length and with stems being available in various lengths, fine tuning of this measurement is easily accomplished.

Prodeco Technologies G Plus Genesis's frame measurement will differ from traditional bicycle frames due to the seat tube being longer than a traditional bicycle.

The G Plus battery base required an added mounting area to the seat tube, therefore the better way to measure the seat tube is from the base of the saddle clamp (seat post must be inserted at the lowest position) to the centerline of the crank. When measuring this way, the G Plus Genesis would be considered an 18" frame. Even though considered an 18" frame, the frame is unique in other areas, allowing for all size riders and adjustable to be similar to a 23" road bike frame.

The G Plus Genesis's has a high seat tube angle. With the high angle seat tube, as a tall rider raises their saddle to accommodate their longer legs, the saddle will pull back offering a longer distance to the steering tube. For fine detailed adjusting, the narrow seat post saddle clamp allows the saddle to be moved back or forward an additional 7.5mm each way.

c. Recommended sizing

In today's bicycle industry, the top tube length is actually more important than the seat tube length. With seat posts now available over 300mm, the seat tube length is no longer the most important number. The distance of the bottom bracket to the road can also mislead the seat tube length. The top tube length is traditionally the distance from the center of the seat tube to the center of the steering tube. For purposes of sizing the G Plus Genesis, we will name the distance of the center of the saddle to the center of the handlebar the steering length (similar to the top tube length).

You can adjust the steering length of your G Plus Genesis by establishing the saddle position and handlebar height combined with the adjusting of the stem rise via rotation. The saddle position can be adjusted for height and distance from the steering tube via the quick release clamp and the saddle clamp. Keep in mind by increasing the height of the saddle; this will also increase the steering length due to the angle of the seat tube. If you choose to use your bicycle as a scooter style vehicle only, you should establish saddle height at a lower position to reduce the center of gravity. Saddle height can be reduced to just above your inseam. Your inseam is the measurement of the inside of your leg.

d. Control position adjustments

The G Plus Genesis includes a thumb variable throttle with an LED battery indicator on the right side and a 7 Speed twist shifter on the left side of the handlebar. There is also a thumb sliding lever bell on the left side of the handlebar. The throttle can be adjusted on the handlebar to rotate further up or down (you will need to use the 3mm hex key included with your G Plus multi-piece tool kit). The shifter can be adjusted on the handlebar to rotate also (using the multi-tool included with the bicycle). The brake lever assembly and throttle mount together and at a certain point of rotation, one will not rotate further without the other requiring to be rotated. If the factory settings on the throttle or shifter are uncomfortable for you or you cannot view the LED battery, you can loosen the throttle clamp and move it into a preferred position. As stated above, you most likely will have to loosen the brake assemble to move the throttle to your desired position. Please see section e "Brake lever height adjustments" following this section to loosen and adjust the brake lever assembly and maintain correct brake lever height adjustments. To loosen and adjust the throttle, locate the 3mm hex bolt at the front underside of the LED battery indicator on the throttle. Use your 3mm hex key and insert it into the hex bolt and rotate a minimum of 3 times counter clockwise. The throttle will now be loose enough to move. ***Throttle clamp bolts should be tightened to 25 lb*in.***

Your G Plus Genesis includes a thumb lever bell for you to use to warn other people around you when approaching. The thumb lever bell can be moved to a more comfortable position if the factory setting is unsatisfactory (you will need to use the Philips screw driver included with your G Plus multi-piece tool kit). On the underside of the bell handlebar clamp there is a small Philips screw. Using the G Plus Philips screw driver, turn the screw counter clockwise 4 rotations to loosen the clamp enough allowing the bell to me moved. Move the bell to the desired position and using your G Plus Philips screw driver, tighten the clamp screw by turning clockwise until tight.

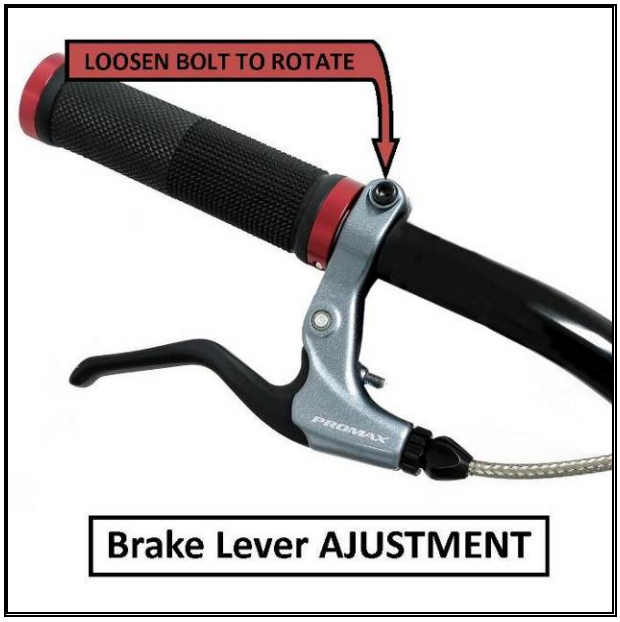
e. Brake lever adjustments

The level at which brake lever assemblies are preferred vary from rider to rider. Some riders also have smaller hands than other riders and need the brake levers' reach to be closer to the handlebar. The G Plus Genesis includes Promax top of the line XL-86 brake lever assemblies which can be rotated to a desired height and also the levers' reach can be adjusted inwards.

Promax XL-86 brake lever assemblies have the clamp bolt accessible from the top of the bracket (you will need to use the 4mm hex key included with your G Plus multi-piece tool kit). Using the 4mm hex key, loosen the brake lever assembly by turning the hex bolt counter clock wise 3 full turns. The lever assembly will now be loose and you can rotate it up or down to establish the preferred position to apply the brakes while riding. The brake lever assembly on the right side of the handlebar may require the throttle clamp and shifter clamp to be loosened to allow the brake lever assembly to rotate. The brake lever assembly, shifter and throttle mount together and at a certain point of

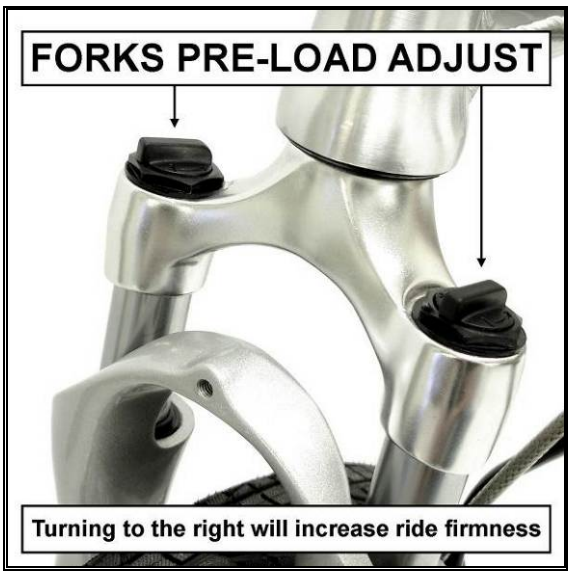
rotation, one will not rotate further without the other requiring to be rotated. A compromise may be required when attempting to align the brake levers and establishing the preferred throttle and shifter position. The optimum position to set your brake levers at depends on your riding position but it should be the extension of your arm. Your brake lever should be located at the point where your fingers extend straight out from your arms. Upon finding preferred brake lever height, tighten hex bolt using 4mm key. ***Brake lever clamp bolts should be tightened to 80 lb*in.***

Reach adjustment is accomplished by rotating the reach adjusting bolt on the inside of the brake lever assembly (you will need to use the 2mm hex key included with your G Plus multi-piece tool kit). Using the 2mm hex key, turn the reach bolt clockwise by a ½ turn bringing in the lever, test the brake lever for reach. If the lever is still too far to reach, turn the reach bolt clockwise by another ½ turn. Continue to do this until you can reach the lever safely and comfortably. Repeat these steps on the opposite side. It is highly recommended that the reach bolt is never rotated more than a few times. By bringing the brake lever closer to the handlebar you are limiting the amount of travel for the brake cable which could cause the lever to hit the handlebar before applying full brake pressure. By adjusting the brake lever reach, you must also now adjust the brake cable adjustment. The brake cable may be too tight and applying the brakes. Brake levers with adjusted reach also require shorter intervals between adjusting brake cables for brake pad wear. (SEE PHOTOS)



a. Suspension fork adjustment

The G Plus Genesis uses a dual pre-load adjustable suspension fork. The fork's dual adjustment offers either a softer of firmer ride for smoothing out the bumps in your path. The pre-load can be adjusted according to your weight and liking. You can easily adjust the suspension performance by rotating the knobs at the top of each leg at the crown.



Chapter 6: Tire, Tube, Wheel and Axle Repair

The G Plus Genesis was designed for ease of servicing. Repairs are no more difficult than on a traditional bicycle. Any neighborhood bicycle shop should be able to repair a flat, change a tire or replace a wheel. Please review the following chapter on how to remove and replace the front and rear wheel of your G Plus Genesis.

a. Removing the front motor wheel

The front motorized wheel incorporates a quick disconnect for removing the wheel. To remove the wheel, follow these instructions, it will only take a few minutes (you will need to use an 18mm wrench and snips). Read the instructions fully before first attempting to remove the wheel.

- First, turn the battery to the "UNLOCK" position and remove the battery.
- To work on bicycle, it may be easier to turn the bicycle upside down by placing blankets on the ground and resting the bicycle on the saddle and handlebar.
- Locate the motor disconnect weather proof plug on the left side of the suspension fork and separate the connector.
- Locate the cable tie which ties the motor wire to the fork. Cut the cable tie with snips.
- On each axle nut there is a rubber nut protector, remove these protectors simply by pulling on them. On the wired side of the axle, slide the rubber protector up the wire only a few inches.
- Using the 18mm wrench, turn counter clockwise each axle nut until the axle washers are clear from the fork.
- Remove the wheel from the forks by pulling on the wheel.

b. Installing the front motor wheel

The front motorized wheel easily installs onto the fork within a few minutes. Follow the instructions below on installing the front motor wheel (you will need to use an 18mm wrench). Your G Plus Genesis included additional cable ties with the User Guide. 1 cable tie will be needed to install the motor. Read the instructions fully before attempting to install the wheel. (SEE PHOTOS ON NEXT PAGE)

- Slide the motor into the fork drop outs by aligning the axle into the dropouts. The axle has flat edges which require the axle to enter the dropouts with the flat edges facing front and back. The axle with the motor wire protruding is to enter the left side dropout (the left side is when standing behind the fork).
- Each axle side has 2 washers and a nut. Slide the washers into the fork dropout safety flange and tighten nuts by hand.
- Using an 18mm wrench, fully tighten axle nuts. Axle nuts should be tightened to 250 lb*in.
- Plug motor connection by aligning arrows on each end of the connector and slide together.
- Once connectors are plugged, you must test connection. Install the battery as described in Chapter 8 "Battery Management" section c "Installing and locking the battery". Turn the ignition key to "ON" at the

battery base. LED lights on throttle will light up displaying power to the motor. Pull the front motor wheel off the ground (if the bicycle is not turned upside down) and turn the throttle to test the motor. If the motor turns, the connection is solid. If motor does not turn, turn key to “OFF” position at battery and then check the motor connector to ensure a solid connection has be made. Test again after checking.

- After confirming a solid connection, use the cable tie to connect the motor cable to the side of the suspension fork and once tightened, cut off the extended amount.

c. Removing and installing the rear wheel

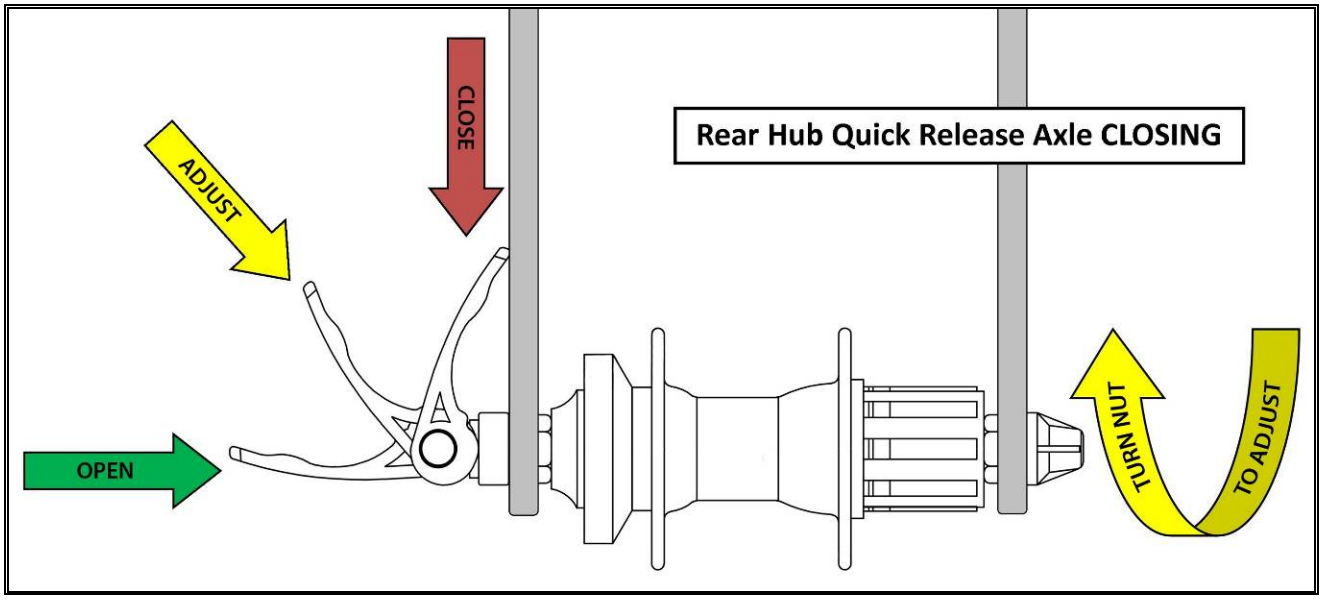
The rear wheel on the G Plus Genesis can be removed or installed without tools. A quick release skewer through a hollow axle is utilized for easy and quick wheel removal. A quick release skewer is a rod that has a threaded acorn nut on one end and a cam lever assembly on the other end. The cam lever applies pressure and locks the axle in place. The majority of higher quality bicycles produced in the last decade incorporates this design.

When removing the wheel, it will be easier to turn the bicycle upside down and rest the bicycle in its saddle and handlebar. Place a few blankets on the ground as not to scratch the saddle or handlebar controls. To remove the wheel, follow these steps:

- Prior to removing the wheel, shift the bicycle into gear 6 or 7 (the small COG/sprocket on the rear cassette. It will be easy to remove the wheel if the chain is at the end of the cassette. Make sure to spin the crank while shifting gears.
- Locate the quick release lever on the left side of the bicycle (opposite the chain side) and pull the quick release lever open and away from the frame.
- The quick release lever being opened will loosen the grip on the frame and the wheel will now slide out easily from the dropouts with a few light taps.
- The 7 speed cassette mounted to the free body hub can be slid out from the chain with no issue. The spring of derailleur may cause the lower pulley to get in the way of removing the wheel. Simply pull the pulley out of the way.

When installing the wheel, it is basically opposite of the above “removing the wheel’. Follow the below instructions on installing the wheel:

- Pull or push the rear derailleur lower pulley with chain out of the way of the drop outs.
- Now check to make sure the chain is not in the way and align the wheel above (below if bike is on kick stand and not upside down) the dropouts and pay attention to the lining up of the disk brake rotor into the brake caliper (between the pads).
- Prior to inserting the wheel into the dropouts, pull the chain onto the cassette.
- Slide the wheel axle into the frame dropouts.
- Once the wheel is in the dropouts, confirm they are completely mounted in the dropouts with no space.
- Install the axle quick release skewer if it is not installed. With quick release lever fully open, tighten acorn nut until a slight resistance.
- Once tightened, close the quick release lever with force to clamp and lock the axle into the dropouts. The force must be strong enough for the axle not to become loose later. It should take some effort to close the lever but not so much that you are straining or feel you are damaging the quick release. You should not be able to open the quick release lever with 1 finger.
- Test to see if the quick release lever will open with 1 finger, if it opens you must perform the previous step again until the quick release lever clamp is tight.



d. Replacing a tube or tire

Read the previous sections a. and b. to learn how to remove and replace the front and rear wheel. You will need to understand how to remove the wheel prior to replacing a tube or tire. This section only explains how to remove the tire from the rim and how to replace a tube.

Before explaining how to replace a tube and tire, details on the G Plus Genesis's tubes and tires are discussed. Tubes and tires are 2 of the most important components on your new bicycle and must always be in optimum condition. It is important you understand about the tubes and tires used on your bicycle.

The G Plus Genesis uses high-performance KENDA Low Resistance UNI-Directional tires with a 40-65 PSI rating. Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you've gained experience with your new bicycle, you feel that a different tire might better suit your riding needs; your dealer can help you select the most appropriate design.

The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the tire. The part of this information, which is most important to you, is Tire Pressure. The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump that has a built-in pressure gauge.

⚠ WARNING: ***Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders.***

⚠ WARNING: ***There is a safety risk in using gas station air hoses or other air compressors. They are not made for bicycle tires. They move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly, which could cause the tube to explode.***

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement. Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand. Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

● CAUTION: ***Pencil type automotive tire gauges can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge.***

Ask your dealer to recommend the best tire pressure for the kind of riding you will most often do, and have the dealer inflate your tires to that pressure. Then, visually check inflation by sitting on the saddle with your weight and noticing your tires response. You should also squeeze tires and feel resistance so you'll know how correctly inflated tires should look and feel. Some tires may need to be brought up to pressure every week or two. Other high-performance tires may also have unidirectional treads, similar to the factory tires on your G Plus Genesis: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction. When replacing your tires with tires that are unidirectional, be sure that they are mounted to rotate in the correct direction.

There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle. The G Plus Genesis uses Schraeder valves. The Schraeder valve is like the valve on a car tire. To inflate a Schraeder valve tube, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object. The Presta valve has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tube using a Presta headed bicycle pump, remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; and push down on the valve stem to free it up. Then push the pump head on to the valve head, and inflate. To inflate a Presta valve with a Schraeder pump fitting, you'll need a Presta adapter (available at your bike shop) which screws on to the valve stem once you've freed up the valve. The adapter fits into the Schraeder pump fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.

⚠ WARNING: ***Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, resulting in possible tube failure, which could cause you to lose control and fall. Replace a patched tube as soon as possible.***

To remove a tire or tube, follow these instructions (you will need to use the tire levers included with your multi-use tool kit):

- Let all the air out from the tube of the wheel having the replacement.
- Remove the wheel as described in detail in the previous sections.
- Remove the inner tubes air valve cover.
- Pull back the tire bead away from the rim. You will see the tube and the inside of the tire. If it requires too high pressure to pull back the tire bead, there may be still air in the tube. Check to confirm all the air is out of the tube.
- Using the tire lever from your tool set, insert one tire lever end in between the tire bead and the rim but make sure the tire lever is on top of the tube and you are not pinching the tube.
- Slide the second tire lever about 4-6 inches to the side of the first lever. Be sure not to pinch the tube and to confirm you have the lever on top of the tube and not under the tube. Slide the lever down the side of the wheel between the tire bead and rim edge while lifting the tire bead and sidewall over the rim edge.
- If removing only the tube, you can now pull the tube outside the side of the tire wall. If replacing the tube, you can now install the new tube.
- If removing the tire, use the tire levers and repeat the previous steps and remove the opposite side of the tire's sidewall bead on the same side of the rim you removed the first tire bead. The tire may easily come off the rim if you pull the tire bead over the edge of the rim and the tire levers may not have to be used.

To install a new tire, follow these instructions:

- When installing a new tire you should first insert the tube into the tire. The tube should have been partially inflated to a soft but full feel removing any wrinkles in the tube.
- Check the mounting side of the rim and confirm the directional path of the tire. High performance tires are usually directional tires and the arrow on the sidewall represents the rotation of the tire.
- Place the valve of the tube into the valve hole of the rim and slide the bead of the tire over the edge of the rim.
- Push the one side wall and bead of the tire around the edge of the wheel's rim. The tire will slide into place and may become tight as you finish.
- Once one side of the tire is inserted in the rim, check to make sure the valve stem lines up properly and the tube is smooth across the rim and inside of tire. The tube should not be bunched up in any area.
- Where the tube valve is, slide the second wall and bead of the tire into the edge of time rim. Follow pushing the tire wall and bead into the inside edge of the rim.
- You will get to an area of only a few inches left and you will need to apply pressure to push the tire side wall and bead behind the edge of the rim.
- Once the tire is fully inserted, check for any areas on both sides if the tube is exposed. The tube must not get trapped between the tire bead and rim edge.
- Locate the tube valve and use your hand to push on the tire on the outside of the valve to help push the valve further out through the rim.
- Fill the tube with 50% air and then check the tire bead and rim edge again to see if the tube is protruding anywhere. Once you confirm the tube is not protruding, you can fill the tire to your desired air pressure.
- You are now ready to install the wheel back onto the bicycle according to the previous sections.

Chapter 7: Maintenance and Replacement

Your new G Plus Genesis was designed for ease of use and owner servicing. There are no tasks which require advanced skills. Most maintenance and replacing of parts were designed to be accomplished by the typical bicycle rider. Please read this section to learn how to keep your G Plus Genesis performing like new.

a. Keeping your bike clean

Your new G Plus Genesis is an outdoor friendly electric bicycle but should be kept clean and free from dirt. Dirt on and around seals and drive train components can cause premature wear and dirt on paint and part finishes can cause premature aging. If storing your bicycle outdoors under the elements, you must keep it covered with a high quality bicycle cover to avoid rain, snow or dirt damaging your new bicycle.

To clean your bicycle, follow these instructions:

- Your bicycle incorporates electrical components; it is advised when washing your bicycle you should first cover the throttle and battery base. Use a plastic bag or a piece of plastic wrap to cover the components. Place the bag or wrap around the complete throttle assembly and use a rubber band or tape to secure. The battery should be removed prior to cleaning and a plastic bag or wrap secured by tape can be used to cover the battery base. If you are planning for a ride after washing, it is recommended the saddle also be covered. The saddle has miniature holes where there is stitching and water can seep into these small holes.
- To wash your bicycle you will need a small bucket of warm water with car soap, sponge, small brush, chain lube and a few rags or towels.
- Rinse your bicycle off with a light spray of water to remove any dirt on the surface. Using the sponge and warm soapy water, wash the frame and frame components which includes the forks, handlebar and seat post. Start from the top of the bicycle working your way down.
- Once the frame is wash, use the sponge to clean the motor, spokes, chain guard and rims.
- The tires, pedals, crankset and chain will be the remaining items needing to be washed. Use the brush first on the tires and then the pedals. Rinse the brush and then using the warm soapy water, clean the chain ring, freewheel and finally the chain. If the chain and drive train are very dirty or greasy, a bicycle degreaser should be utilized.
- As washing, spray the bicycle down with fresh water.
- Use the rags or towels to dry off the bicycle. Start by drying the frame first, followed by the components, the wheels, tires and then the drive train.
- Once the drive train is dry, use a chain lube to lubricate the chain.

b. Avoid scratching your bike

Your new G Plus Genesis is a high quality bicycle has been designed to withstand the elements by utilizing stainless steel, anodized and painted aluminum alloys, brass plus galvanized or painted metals. Stainless steel and brass are used in their natural forms and can withstand the elements with no additional protection required. The majority of your bicycle however is fabricated from aluminum alloys which have either a painted finish or have been anodized. Aluminum does not rust but can discolor and corrode over time. The frame has a 2 layer clear coat which protects the aluminum brushed finish and maintains its sheen. Components such as the handlebars, crank arms, chain guard, seat post and more have been anodized through an electrolytic process which increases corrosion and wear resistance. If the frame or components become scratched, these items could slightly corrode around the scratched area. Depending on the care of your bicycle, a scratch could take years or months for corrosion to appear. To maintain future value and years of beauty, it is best to be careful when folding and moving your bicycle not to scratch the metal surfaces.

c. Brake Adjustments

The brakes on your G Plus Genesis are high performance Promax disc brakes. The front and rear brakes are Promax's DSK-715 Bearing Caliper brakes with "Tool Free" adjusting knobs. They have powerful stopping power but must be properly adjusted. Adjusting your brakes will be required from time to time due to either the brake pads wearing or the brake cables stretching. Both front and rear brake systems are easy to adjust with multiple adjusting points. Please follow the instructions below on how to adjust your brakes. If you are unsure as to a component or installation procedure, please contact your local Prodeco Technologies authorized dealer.

CAUTION: ***The braking performance may perform less than 100% at first until the pads are broken-in and can achieve their normal braking performance. After the first few rides, re-tension the brake cable to take up the initial cable stretch that occurs.***

DSK-715 Tool Free Caliper Adjustments

The brake pads will be worn during braking, which means the clearance between the two pads will be greater and the braking feeling will be worse. The brake cable can also stretch and the cable will need to be tightened from time to time. (SEE PHOTOS ON NEXT FEW PAGES)

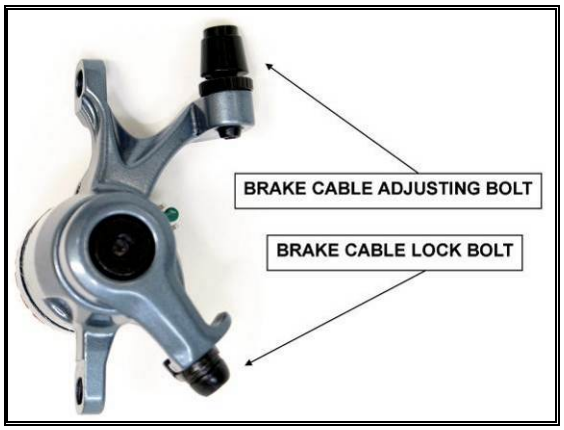
- The Promax DSK-715 brakes need to be adjusted properly to offer ultimate stopping power. The caliper includes a separate outside pad adjusting knob which allows the outside pad to be adjusted closer to the rotor as it wears. This appears as a red dial behind the caliper that you can adjust without the use of tools. Simply rotate the red dial clockwise or counterclockwise to tighten or loosen the adjustments. The inside pad can be adjusted closer to the rotor simply by re-tightening of the cable at the disc caliper arm and cable lock plate. If on the road for a ride and needing to tightening brakes, this can be performed via the barrel adjuster bolt at the brake lever and the barrel adjuster bolt at the brake caliper. When adjusting through the barrel bolts located at the lever assembly or caliper, you should re-tighten the cable through the caliper arm and lock plate after the ride. You will need to screw the barrel bolts back into their full in positions prior to adjusting at the caliper arm. The amount of adjustment via the caliper arm should be limited to less than 1mm. The brake calipers have the ability to slide inward and outwards by loosening the caliper adapter bolts and sliding the caliper either way. For best performance, your brakes should be adjusted through the movement of the caliper and the red outside pad adjusting knob.
  Note: The “inside pad” is the pad closest to the brake caliper; the “outside pad” is the pad closest to the wheel motor or hub.
- Your brakes should only be adjusted if stopping power has decreased or your bicycle will not stop properly. A good way to test your front brake is to get on your bike and with both feet on the ground, squeeze your front brake lever by applying full pressure. Attempt to push your bike forward while squeezing the front brake lever only. The front brake should hold the bicycle back and when pushing, the rear wheel should lift off the ground. If pushing and the bike moves forward including the front wheel turning, your brake needs to be adjusted or new brake pads are needed. If the bikes slides forward and the tire does not spin, try this test on a surface with more traction. If your pads need replacing, section d “Brake pad replacement” of this chapter explains details on replacing brake pads.

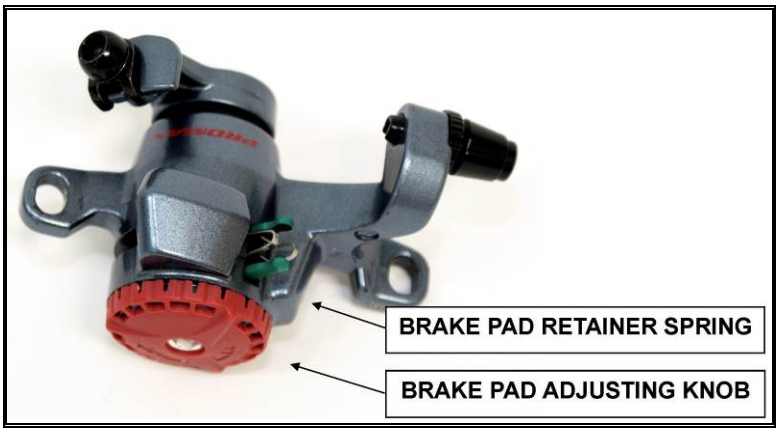
To adjust your brakes in a quick and simple manner, follow these guidelines. These guidelines do not replace a proper adjustment from an authorized dealer but will allow you to increase braking power.

- Check the brake lever assembly first and confirm the brake adjusting barrel is completely screwed in. Check the adjusting bolt at the caliper also and confirming it is threaded fully in.
- Next, check to confirm the cable is tight. To check if the cable is tight, squeeze the front brake lever and see if the disc brake caliper arm responds instantly when squeezing. If only squeezing the lever ¼”, the brake caliper arm should move instantly. If not, the cable is loose and needs adjusting first.
- To adjust and re-tension the cable, confirm the adjusting barrel is fully screwed into the brake lever assembly. At the disc brake caliper arm, loosen the cable fixing bolt with the included 5mm hex key in the multi-piece tool kit that came with your bicycle. Without moving the caliper arm to a different angle, pull on the cable until tight and confirm cable housing and ferrules are seated properly in brake housing guides. Once tight, tighten the cable fixing bolt to secure the cable, confirming the cable is between the cable lock plate and groove on the brake arm. ***Cable fixing bolt should be tightened to 40 lb*in.***

CAUTION: ***Do not use the brake lever and caliper adjusting barrel bolts to tension the cables permanently. This will cause the brake modulation to change, resulting in decreased braking action.***

- Now that the cable is tight, check to make sure the pad clearance is properly set to the disc rotor. For example at the front brakes, look through the front of the fork to the caliper and pay attention to the area where the center of the caliper over laps the disc rotor. You will see the two pads, one on each side of the rotor. The pads should look as if touching the rotors.
- The outside pad which is adjusted by the red knob can be moved inwards by rotating the knob with no tools required. The inboard pad can be adjusted via the caliper barrel bolt but by no more than 1mm.
- Lift the front wheel off the ground and spin the wheel. If you feel a brake resistance or hear pads rubbing hard, you may need to readjust. You should be able to adjust properly for the wheel to spin freely with none to little brake drag.
- Your brakes are now adjusted. If these adjustments did not allow for a proper brake adjustment, check your brake pads for too much wear or cables not properly adjusted. Check the adjustment of your cables. Check for less than 1/2mm brake pad lining.
- Testing your cables for a proper adjustment - turn the adjusting barrel at the brake lever assembly, this will cause the cable to tighten and the brake caliper arm to move. If the brake caliper arm moves with the turning of the adjusting barrel, your cable should be properly adjusted. If adjusted properly, refer to section d “Brake pad replacement” of this chapter.





CAUTION: ***The angle position of the brake arm has been specially designed. Do not change its angle position higher than 1mm while pulling the brake cable. Otherwise, the brake performance will be affected. Be sure not to adjust the adjusting barrel on the brake lever assembly other than required during riding or it will also have a bad influence on the brake performance.***

CAUTION: ***Brake pad replacement – check the brake pads for wear. At 1/2mm or less thickness of brake lining, the pads are worn and must be replaced for continued safe braking.***

d. Brake pad replacement

The G Plus Genesis uses a Promax DSK-715 Bearing Caliper Front & Rear Disc Brake system. The disc brake pads are compatible with Avid BB5 disc brakes and can be found or ordered from almost any neighborhood bicycle shop or you can contact your Authorized Prodeco Technologies dealer. The pads are always available at no charge through Prodeco Technologies directly.

Promax DSK-715 Brake Pad Replacement

- The replacement of the pads is required when pads have less than 1/2mm of pad material remaining. Pad replacement requires either the removal of the disc brake caliper or wheel to install new pads. To remove the caliper, use the 5mm hex key in the multi-piece tool kit that came with your bicycle and remove the caliper mounting bolts.
- You will need to turn the brake pad adjustment knob counter clockwise fully allowing room for pads to be changed. Remove the retainer spring and slide the old pads out one at a time. Use the pad arms to push the pads out.
- Insert the new pad into the caliper by first installing the adjustment knob pad (outside pad) and align the pad backing arm with the pad backing slot. Insert the inside pad through the caliper and align the pad backing arm with the pad backing slot. Reinsert the pad retainer spring which holds the pads in place.
- Reinstall the caliper back onto the fork or frame or wheels back on bike. Follow Chapter 7: Maintenance and Replacement section c “Brake Adjustments” on adjusting the brake to the perfect setting.

CAUTION: ***Be sure not to adjust the adjusting barrel on the brake lever assembly for a standard cable adjustment. It will not allow for full brake lever modulation and have a bad influence on the brake performance.***

CAUTION: ***Brake pad replacement – check the brake pads for wear. If the pads are at 0.5mm or less, they need to be replaced for continued safe braking.***

e. Derailleur adjustment

If the chain of your bicycle falls off at the largest COG/sprocket or the chain is having problems remaining on the correct gear, you may need to adjust your derailleur.

There are a multiple ways to adjust your derailleur but for a simple adjustment on the changing of gears, follow these instructions.

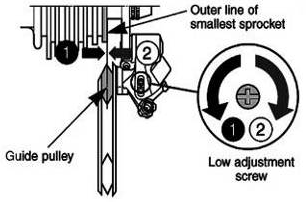
- Locate at the rear of the derailleur, the adjusting knob where the cable enters the derailleur. This knob allows the loosening or tightening of the cable. Rotate this knob clockwise or counterclockwise until the derailleur is properly changing gears. This is a quick fix but for a correct adjustment, the adjustment should be at the cable locking plate and fixing bolt with the knob used for fine tuning.

For a more detailed adjustment of the derailleur, you should bring your bicycle to an authorized Prodeco dealer or a neighborhood bike shop who services Shimano derailleurs.

Your derailleur also includes a Tensioning Adjustment and Stroke Adjustment. Below are Shimano's documentation on making these adjustments:

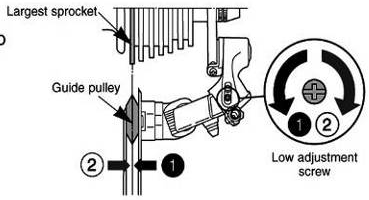
Top adjustment

Turn the top adjustment screw to adjust so that the guide pulley is in line with the outer line of the smallest sprocket when looking from the rear.



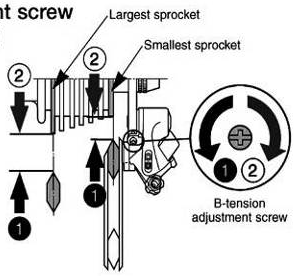
Low adjustment

Turn the low adjustment screw so that the guide pulley moves to a position directly in line with the largest sprocket.



How to use the B-tension adjustment screw

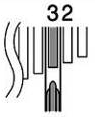
Mount the chain on the smallest chainring and the largest sprocket, and turn the crank arm backward. Then turn the B-tension adjustment screw to adjust the guide pulley as close to the sprocket as possible but not so close that it touches. Next, set the chain to the smallest sprocket and repeat the above to make sure that the pulley does not touch the sprocket.



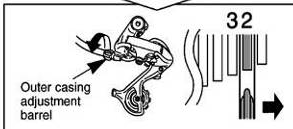
SIS Adjustment

Operate the shifting lever several times to move the chain to the 2nd sprocket. Then, while pressing the lever just enough to take up the play in the lever, turn the crank arm.

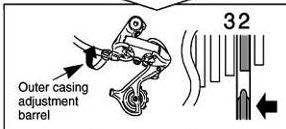
When shifting to 3rd



When no sound at all is heard



Tighten the outer cable adjusting barrel until the chain returns to the 2nd sprocket. (clockwise)



Loosen the outer casing adjustment barrel until the chain touches the 3rd sprocket and makes noise. (counter clockwise)

Best setting

The best setting is when the shifting lever is operated just enough to take up the play and the chain touches the 3rd sprocket and makes noise.

* Return the lever to its original position (the position where the lever is at the 2nd sprocket setting and it has been released) and then turn the crank arm clockwise. If the chain is touching the 3rd sprocket and making noise, turn the outer casing adjustment barrel clockwise slightly to tighten it until the noise stops and the chain runs smoothly.

Operate lever to change gears, and check that no noise occurs in any of the gear positions.

f. Wheel check

From time to time you should check the truing of your wheel and the condition of your spokes. Your spokes can become loose over a period of time, especially if your wheel needs truing. The easiest way to check the truing of your wheels is as follows:

- Make sure the battery is turned off and the key is out of the ignition.
- It is best to turn the bicycle upside down and place it on a blanket to avoid scratching the handlebar controls or saddle. When turning the bicycle upside down, rest the bicycle on the handlebar and saddle. If you prefer not turning the bicycle upside down you will need to pick up the wheel off the ground to test.
- Pick up the front of the bicycle by the handlebar and spin the wheel, the wheel should spin straight. If the wheel wobbles from side to side more than 1/8", the wheel should be trued. Truing is required to be performed by a person familiar with truing. Bring your bicycle to your neighborhood bicycle shop to true the wheel. To check the rear wheel, pick up the back of the bicycle by the frame and repeat the step above.
- To check for spoke tension, this can be done by squeezing 2 parallel spokes together. The spokes should be tight and you should not be able to bend the spokes. If the spokes bend and feel lose, it is important to bring the bicycle to your neighborhood bicycle shop and ask for them to tighten the spokes and true the wheel.

⚠ WARNING: ***When placing your hands near the wheels of your bicycle, you must confirm the key has been removed from the battery and the battery is removed from the bicycle. If the motor powers while your hands are near the wheels, you could be seriously become injured.***

g. Lubricating

A common area of maintenance with all bicycles is lubrication. Your G Plus Genesis was designed to be virtually maintenance free by depending on the amount of riding and the environment, your bicycle should be lubricated from time to time. Areas not requiring lubrication are the HUBs, Bottom Brackets and Headset. They have bearing systems which do not require lubrication and any maintenance on these areas should be performed by a service agent.

Lubricating is always at the point where 2 surfaces touch together and friction is created. Your local neighborhood bicycle shop or most mass merchants who sell bicycles will offer various types of lubes for your bicycle. Below are the areas you should lubricate according to your maintenance schedule at the end of this chapter.

- **Chain:** The chain should be lubricated at each of the links. You can turn the crank counter clockwise while lubricating each area of pivot.
- **Forks:** Your forks are suspension forks and you should use a lubricant which does not dissolve rubber seals. Place a few drops where the seals meet the fork stanchions. The fork stanchions are the chrome legs that are inserting into the lower legs of the forks.
- **Brakes:** Where the brake arms pivot will require a drop of lubricant. Do not put lubricant on the brake rotors or pads. The brake levers pivot pins require a drop of lube at the top of the pin.
- **Brake cables:** Your brake cables are stainless steel and in lined housings. They normally will not require lube but if under harsh conditions and the brake cables feel tight, you can add a drop of lubricant at the exit and entrance of each cable from and to the brake housings.
- **Folding Mechanisms:** The folding hinge components on the frame and handlebar stem should each be lubricated with a drop of lubricant.

Any other type of lubrication or greasing of bearings should be performed by an authorized Prodeco Technologies dealer.

h. Crankset

The crankset of your G Plus Genesis is a multi-piece system which includes a bottom bracket, crank arms, chainring, chainring bolts, chain guard and chain. All items are designed as maintenance free components except for lubricating the chain from time to time. The bottom bracket is a sealed bearing system with no serviceable parts. Each component of the crankset has an industry standard measurement and available through your Prodeco Technologies dealer or through us directly. Traditional bicycle components will also fit into these measurements. Please refer to Chapter 11: Parts and component Lists for a replacement part number and the part's measurement.

i. Pedals

The G Plus Genesis uses folding pedals to require a slimmer space when folded. Each pedal has 2 tabs on the outside edges of the pedal's nylon cage. To fold the pedals, squeeze the tabs and pull the pedal outwards with a slight force. Once the pedal nylon cage slides out ½" from the aluminum body, you can fold the pedal down. To straighten the pedal for riding, lift the pedal nylon cage and slide the pedal back into the aluminum body. A slight force may be required to push the pedal in and for the tabs to lock the pedal in place.

The pedals with the G Plus Genesis have a double bearing system. These bearings will need to be greased from time to time, it is best you bring the pedals to your neighborhood bicycle dealer to grease the pedal bearings.

j. Headset

Cartridge bearing headsets are only utilized on all Prodeco Technologies bicycles. These are maintenance free systems and should not be serviced by anyone other than a knowledgeable bicycle repair person. The headset on your bicycle is a double nut threaded system with an alloy cover. The headset is what holds the fork tight to the frame of your bicycle. There is a mall chance these nuts could become loose over time. If you notice the handlebar is loose to the fork, bring your bicycle to a local bicycle shop so they can tighten the headset.

k. Maintenance schedule

As a common practice you should follow your maintenance schedule. You should study it and allow it to become second nature to your riding.

Maintenance Schedule	Each Ride	Weekly	Monthly	6 Months	Yearly
Tire Pressure	X				
Tire Condition	X				
Visual Inspection	X				
Brake Lever Pressure	X				
Quick Releases	X				
Handlebar Alignment	X				
Saddle Alignment	X				
Battery Pack Locked	X				
Wheel Check	X				
Clean and Lubricate Chain		X			
Check Brake Pads		X			
Lubricate Forks			X		
Lubricate Brakes & Cables			X		
Lubricate Folding Mechanism			X		
Check All Bolts and Torque Settings			X		
Clean Bicycle			X		
Charge Battery			X		
Check Wheel Spokes			X		
Inspect Rim Condition			X		
Inspect Frame Condition			X		
Inspect Saddle, Rails and Clamp			X		
Grease Pedal Bearings				X	
Check HUB Bearings				X	
Check Headset Bearings				X	
Check Bottom Bracket Bearings				X	
Replace Brake Pads					X
Replace Brake Cables (depends on use)					X
Replace Tires (depends on use)					X

l. Torque specifications for common parts

Nuts and bolts for your bicycle are set to standard torque settings at the factory. Over time of use and shipping, settings could change and nut or bolt could become loose. Below is a chart on the torque settings in Lb per Inch for the common parts of the G Plus Genesis. They have also been converted to Lb per Foot and NM.

Torque Item	lb per In	lb per Ft	N M
Axle nut (front motor)	250 lb*in	20.8 lb*ft	28.25
Bottom bracket	420 lb*in	35 lb*ft	47.46
Brake lever clamps (at handlebar)	80 lb*in	6.7 lb*ft	9.04
Cassette	300 lb*in	25 lb*ft	33.9
Chainring bolts	80 lb*in	6.7 lb*ft	9.04
Crank bolt	300 lb*in	25 lb*ft	33.9
Crank bolt cap	100 lb*in	8.3 lb*ft	11.3
Derailleur bolt	80 lb*in	6.7 lb*ft	9.04
Disc brake caliper bolts (at frame)	80 lb*in	6.7 lb*ft	9.04
Disc rotor bolts	50 lb*in	4.2 lb*ft	5.65
Disc Brake Cable Arms	40 lb*in	3.3 lb*ft	4.52
Headset locknut	150 lb*in	12.5 lb*ft	16.95
Kickstand bolt	80 lb*in	6.7 lb*ft	9.04
Pedals	300 lb*in	25 lb*ft	33.9
Saddle rail clamp bolts	140 lb*in	11.7 lb*ft	15.82
Shifter (at handlebar)	25 lb*in	2.1 lb*ft	2.825
Stem adjustable bolts	180 lb*in	15 lb*ft	20.34
Stem clamp binder bolts	90 lb*in	7.5 lb*ft	10.16
Stem quill bolt	250 lb*in	20.8 lb*ft	28.25
Throttle	25 lb*in	2.1 lb*ft	2.825
V brake bolts (at frame)	80 lb*in	6.7 lb*ft	9.04
Quick Release (at half way tighten the lever with resistance)			

Chapter 8: Battery Management

This section describes your battery and similar to Chapter 3: Basic Instructions, section o. “Charging your battery” but goes into further detail.

a. About your battery

The Li-ion battery system of the G Plus Genesis is the latest technology with a LiFEPO4 chemistry. This battery is maintenance free with no serviceable parts. You must never open the battery as this will void the warranty. Each battery has a specific serial number and barcode which can be found on the underside of the battery. Please read the warning labels on your battery.

b. Removing the battery

The G Plus Genesis battery removes easily for charging or storing. The battery base utilizes an ignition key to latch the battery in place to avoid theft and accidentally not latching the battery. The battery will not power the bicycle unless latched in place. There are 3 points on the ignition for the key. There is the “UNLOCK” position which locks the latching pin into the battery and allows the battery to be removed and the key can slide in and out. There is the “OFF” position which latches the battery in place, the key can be slid out but the bicycle is not powered. The last position is the “ON” position. The bicycle is now powered, the battery is latched and the key is cannot slide out. (SEE PHOTOS ON NEXT PAGE)

To remove the battery, follow these instructions:

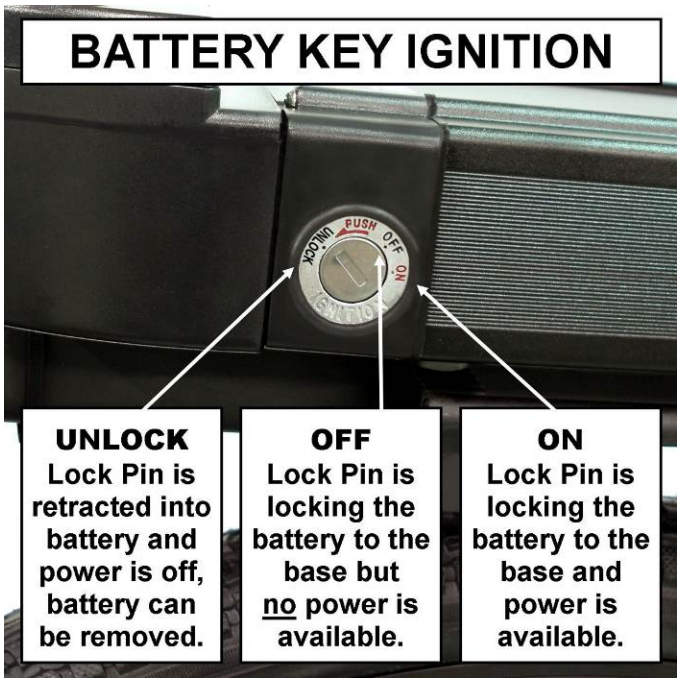
- Locate the key ignition on the battery base and turn the key in a counter clockwise rotation to the “UNLOCK” position. You must push the key in to turn from the “OFF” position to the “UNLOCK” position. This position locks the latching pin into the battery, allowing the battery to be removed.
- Grab the handle at the back of battery and gently pull towards the back of the bicycle to slide off.
- The battery is now transportable and can be charged away from the bicycle. Do not carry battery by the handle. Carry the battery by holding the battery.

c. Installing and latching the battery

The battery will latch in place and the key can be removed in the battery base ignition when the key is in the “OFF” position. (SEE PHOTOS BELOW)

To install and latch the battery, follow these instructions:

- Align the bottom of the battery with the battery base rail.
- Once aligned, slide the battery completely into the battery base and until the battery base terminals insert into the battery’s terminal outlet.
- Once the battery is properly slid into place, you can then turn the key to the “ON” position.
- The LEDs on the throttle in the “ON” position will display a charged battery if all 3 LED lights are on.


BATTERY KEY IGNITION
UNLOCK
PUSH
OFF
ON
UNLOCK
Lock Pin is retracted into battery and power is off, battery can be removed.
OFF
Lock Pin is locking the battery to the base but no power is available.
ON
Lock Pin is locking the battery to the base and power is available.

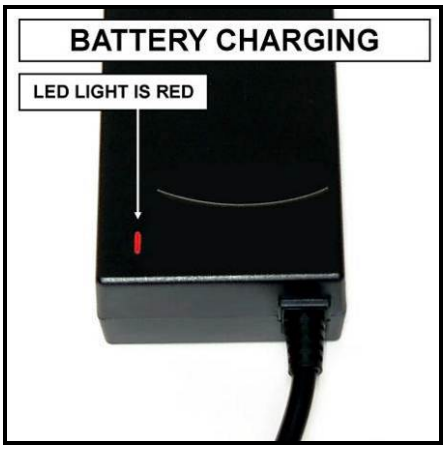
d. Charging the battery

The battery can be charged on the bicycle or off the bicycle. If charging the battery on the bicycle, the keys should be in the “OFF” position. (SEE PHOTOS ON NEXT PAGE FOR CHARGING)

To charge the battery, follow these instructions:

- Lift the handle up of the battery to expose the battery’s RCA charging input.
- Insert the charging plug from the charger into the battery’s RCA charging input.
- Insert the charger’s power cord into a wall outlet.
- The charger’s LED light will light RED while the charger is charging the battery.
- The charger’s LED light will light GREEN upon the battery being fully charged.

- The battery includes a battery indicator also to check for charging. The indicator can be found under the left side battery handle. Press the indicator button to display the battery's energy storage
- Once the battery is charged, you should discontinue charging and remove the charger.
- Unplug the charger's power cord from the wall and remove the charging plug from the battery.
- You can now lower the handle over the RCA charging input and you are ready to install the battery pack back onto your bicycle.



e. Storing the battery

The Li-ion battery the G Plus Genesis utilizes is the safest and latest technology in Li-ion battery cells. It is recommended depending on where you store your bicycle that you do not keep the battery in extremely hot conditions. If the bicycle is being stored indoors in a cool environment, the battery should be stored on the bicycle in the "OFF" position. The battery should be kept away from fires or sparks and also away from possible water damage. There is not much else to worry about with LiFEPO4 battery systems.

f. Battery power indicator

The G Plus Genesis has a 3 LED indicator at the handlebar throttle displaying the battery power available. There is also a battery indicator on the battery itself with a 3 LED light display. The LED indicator on the throttle is explained in Chapter 9: Electrical Components, section d. "Throttle". The indicator on the battery is explained below. The battery indicator has 3 LEDs displaying 3 levels of power. When pressing the indicator button, the lights will light according to power storage. When pressing the button, if the 3 LEDs light up, the battery is at over 50% power to full. If only 2 LEDs light up, the battery is at 50% power or possibly less and should be charged. If only 1 LED lights up, the battery is near completion and should be charged immediately. (SEE PHOTOS BELOW)

g. Battery replacement

If your battery is no longer working properly and needs replacing, you can contact your local authorized dealer for a replacement or contact Prodeco Technologies directly. You must first contact by phone, email or in person to discuss the issue and determine it is the battery. It is very rare for a LiFEPO4 battery to have issues in the first 2 years and there is usually another situation with the bicycle rather than the battery if the bicycle is not powering properly. The battery is covered for the first 2 years of use, after 2 years a replacement battery can be purchased. The battery part number and cost can be found in Chapter 11.

h. Battery disposal

The LiFEPO4 battery that comes with your G Plus Genesis is a non-hazardous battery. We do however suggest recycling the battery and disposing of it by the following means:

- Return the battery to your local authorized Prodeco Technologies dealer.
- Return the battery directly to Prodeco Technologies.
- Dispose of the battery at your local city recycling facility.

Chapter 9: Electrical Components

The G Plus Genesis electric components were developed as maintenance free components with no serviceable parts. There are 5 components used to power your bicycle. Each component can easily be swapped by anyone with minimal mechanical skills. The design has been simplified so any neighborhood bicycle shop could service it without difficulty. Please review the below sections on the electrical components used on your G Plus Genesis and how to swap the component for a new one. Each electrical component is listed except for the battery which was detailed in its own Chapter, prior to this Chapter. Each component can also be found on the Parts and components list in Chapter 11.

a. HUB motor

The HUB motor utilized on your G Plus Genesis is one of the most advanced e-bike HUB motors developed today. It is a high efficiency, high torque brushless mini motor only weighing 7.5 LBS with a minimal 5” in diameter. The motor is the same width at 100mm as the standard measurement of most bicycle front hubs. The axle is a 10mm diameter fixed bolt and is held in place by two 18mm axle bolts with double washers. The front fork has been specifically designed to hold the 10mm axle in its dropouts. The forks dropouts have safety flanges which are molded allowing the axle washers to double as safety devices safely holding the motor in place.

The motor offers 250W of power at 36 Volts and peaks at over 375W. The power is sufficient to move the bicycle and rider on flat surfaces at speeds up to twice what a typical rider pedals. Deep inclines may require pedaling by the rider to power over the incline. It is highly suggested the rider pedals along with the motor to enhance traveling distance even on flat surfaces. To obtain the torque needed to pull a rider along, the motor design is considered a “geared motor”, has a planetary gear system which engages when the motor is powered through a “Hall Effect Sensor” approach. A “Hall Effect Sensor” motor is powered in 3 stator phases.

A weatherproof connector at the motor connects to the wiring harness to power the motor. This connector is an 8 pin brass connector and designed to withstand the elements. If the motor needs to be replaced, the connector simply has to be unplugged for the motor to be removed. It is very important the connector is plugged properly or the motor will not power. There are 2 arrows, one on each end of the connector. Each arrow must align with each other before plugging the wire harness. There is also a line on the inside connector, the lone must meet the edge of the outside connector when inserting for the motor to power properly and a strong connection is made.

The motor under warranty is covered as a complete wheel including spokes and rim. If the motor fails, simply remove the motor as explained in Chapter 6 and send the motor to Prodeco Technologies or the closest Authorized service center for a replacement. This motor can also be purchased separately. Check Chapter 11: Parts and Components List for the part number and cost.

b. Brushless hall sensor controller

The motor with the G Plus Genesis requires a specific controller to properly produce the right “Hall Sensor Effect” as described in the previous section regarding the motor. The controller that comes with your bicycle has been designed to be easily changed if an issue was to occur. The controller is considered the brains of the bicycle and in the battery base which is attached to the bicycle. The battery base is the box where the key inserts for the ignition.

The bolts and nuts which hold the cover to the base can easily be removed within a few minutes. Once the cover is off of the battery base, the controller can be disconnected. If removing the controller, you must first remove the battery completely from the bicycle. There is only one way to connect and disconnect the controller from the bicycle. No two connections are the same.

c. Wiring harness

Your bicycle uses a wiring harness. Most e-bikes today have each component being wired directly to the controller. If a motor had to removed, the wire would have to be completely fished out from the controller. The connector would also have to be removed. To simply the design, the G Plus Genesis has a wiring harness with connectors at both ends.

d. Throttle

The variable throttle included with your G Plus Genesis was designed to allow you the ability to choose the speed to ride at and determine the amount of torque off the line. Similar to an automobile; the rotation of the throttle mimics the depressing of the accelerator. The higher the speed, the less distance per charge (less distance per gas tank), the faster you accelerate off the line, the less distance per charge. If there are multiple stop and go's this also affects the range of distance per charge. It is recommended you become accustomed to your style of riding and adjust the style depending on distance needed per charge. For example: if you are planning a short local trip, full throttle at takeoff and top speed will not be an issue due to your ability to be able to recharge the battery prior to the next trip. If you are planning a longer trip, 10-15 miles or more, it is suggested you add pedaling, hold throttle back 10% and whenever possible allow the bicycle to coast under no power. Coasting under no power is similar to riding a traditional pedal powered bicycle. When riding, a rider will pedal for a few seconds and then stop pedaling, allowing the bike to coast with no power being used. This will greatly enhance your distance between charging. (SEE PHOTO BELOW)

The throttle incorporates an LED battery indicator assisting the rider with determining the amount of charge left in the battery pack. You should also understand the LED indicators react according to load. There is 1 Green LED, 1 Yellow and 1 Red LED. If the Green LED no longer lights while the bike is not being powered, it is definitely time to recharge the battery. The Green LED does not always represent a fully charged battery though. For example, the Green LED may be lit until a steep incline. As you ride up the incline, you may notice the Green LED will dim as the motor increases the pulling of Amps from the battery. Depending on the load being placed on the motor and/or grades of incline, the green LED dimming represents the accurate battery capacity. Upon the Green LED no longer being lit during riding, particularly under no load, the battery should be charged prior to the next ride. If the Green LED is dimming under light loads, the battery could be under 50% capacity and should be charged. After multiple rides and charges, you will become familiar with the distance per charge available based on your style of riding and terrain. For rides close to home with nominal pedaling needed, you should attempt to fully discharge your battery to enhance your understanding on distances per charge.
(SEE PHOTO BELOW)

Chapter 10: Warranty Service and Repair

Prodeco Technologies has taken great measures in designing and producing your new bicycle to be issue free while offering years of performance. Since the bicycle is a mechanical item, there is the possibility of an issue arising. Prodeco Technologies includes one of the best warranties in the industry if there is an issue and this is a 2 year Front to Back warranty with no pro-rating. Customer service is extremely important to us and we have taken the extra step to simplify the warranty process. An example is if the motor were to fail, Prodeco will replace the complete wheel of your bicycle.

a. 2 Year limited warranty

081011-B

PRODECO technologies

Lithium Ion Electric Bicycle

2 YEAR LIMITED WARRANTY

PRODECO TECHNOLOGIES warrants this product (including all components) against defects in material or workmanship as follows:

PRODECO TECHNOLOGIES LIFE TIME FRAME WARRANTY
Prodeco bicycle frames are warranted to be free from manufacture defects in materials and/or workmanship for lifetime of the original and second owner.

PRODECO TECHNOLOGIES LIMITED 2 YEAR COMPONENTS WARRANTY
Prodeco bicycle components including forks, stem, handlebar, headset, seat post, saddle, brakes, cables, bottom bracket, crank set, pedals, chain, rims, spokes, wheel hub, freewheel, cassette, derailleur, shifter, motor, throttle, controller, wiring harness, kick stand, reflectors and hardware are warranted to be free from manufacture defects in materials and/or workmanship for a 2 year period from the date of original purchase.

PRODECO TECHNOLOGIES LIMITED 2 YEAR BATTERY WARRANTY
Prodeco lithium ion LiFEPO4 batteries are warranted to be free from manufacture defects in materials and/or workmanship for a 2 year period from the date of original purchase.

PRODECO TECHNOLOGIES LIMITED 30 DAY FULL REPLACEMENT WARRANTY
If a Prodeco Technologies bicycle is not working properly because of a major defect within the first 30 days of purchase, Prodeco Technologies at their sole option and expense will repair or replace any defective Prodeco bicycle upon determining whether the damage, failure, or loss is due to a major defect. Prodeco Technologies or your Prodeco dealer will have sole discretion to determine whether the damage, failure or loss is due to a major defect or otherwise.

TERMS OF WARRANTY

This warranty only applies to the original registered owner of a Prodeco Technologies bicycle. This warranty is a replacement parts only warranty and does not cover the cost of labor or shipping. This warranty does not cover any damage or defects resulting from failure to follow instructions in the owner's manual, acts of God, accident, misuse, neglect, abuse, commercial use, modification, improper assembly. This warranty does not include covering normal wear and tear parts (tires, tubes, brake pads, etc.). This warranty does not cover parts damaged by an attempted repair unless performed by an authorized Prodeco Technologies dealer with Prodeco Technologies' prior knowledge.

WARRANTY REMEDY

If your Prodeco electric bicycle is not working properly because of a defect, you may return it to the place of purchase or any authorized Prodeco Technologies dealer. You may direct your questions to an authorized Prodeco dealer or Prodeco Technologies at 954-294-4965. Your Prodeco bicycle must be registered with Prodeco Technologies via by email to service@prodecotech.com or mailing in the warranty registration card prior to a warranty replacement. You may be asked for Proof of Purchase in the form of a bill of sale or receipted invoice that the bicycle is within the Warranty period.

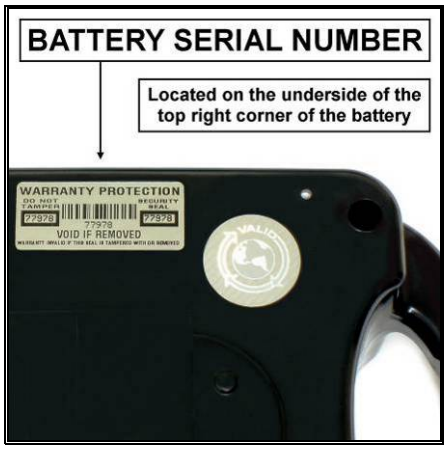
THIS WARRANTY IS THE SOLE AND EXCLUSIVE REMEDY AND IS IN LIEU OF ALL OTHER REMEDIES, INCLUDING CONSEQUENTIAL AND INCIDENTAL DAMAGES. SOME STATES DO NOT ALLOW THE EXCLUSION OF LIMITATION OF CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS THAT MAY VARY FROM STATE TO STATE.

b. Registering your bike

It is very important you register your new bicycle when purchasing. This is the only way your warranty will take effect. It is required you register your bicycle within 2 weeks from the date of purchase. You must save your receipt of purchase. To register your bicycle, you can fill out the form on the Prodeco Technologies website at www.prodecotech.com or you can fill out the registration card in the next section below and scan it to service@prodecotech.com, or fax it to 954.974.6729 or mail it to:

Prodeco Technologies – 2590 North Powerline Road, Pompano, FL 33069

c. Serial numbers and where to find them


BATTERY SERIAL NUMBER
Located on the underside of the top right corner of the battery
WARRANTY PROTECTION
VOID IF REMOVED

d. Registration Card

Prodeco Technologies Registration & Warranty Support Form

First Name	_____	
Last Name	_____	
Address:	_____	
Suite or Apartment Number:	_____	(if applicable)
City:	_____	
State (Province):	_____	
Zip (Postal) Code:	_____	
Country:	_____	
Email:	_____	
Phone:	_____	
Model Purchased:	_____	
Date Purchased:	_____	
Dealer Purchased From:	_____	
Dealer Address:	_____	
Dealer Phone:	_____	
Dealer Website:	_____	(if applicable)
Dealer Satisfaction:	1 2 3 4 5 6 7 8 9 10	(10 is excellent)
Sales Person Knowledge:	1 2 3 4 5 6 7 8 9 10	(10 is excellent)
Would You Recommend Dealer:	1 2 3 4 5 6 7 8 9 10	(10 is excellent)
Purchase Satisfaction:	1 2 3 4 5 6 7 8 9 10	(10 is excellent)
Frame Serial Number:	_____	(under crank)
Motor Serial Number:	_____	(on QC label)
Battery Serial Number:	_____	(on barcode label)
Spare Battery Serial Number:	_____	(if purchased)
Primary Use:	_____	
Expected Travel per Month:	_____	(miles)

e. Part replacement procedure

In the rare occurrence of a part becoming defective, Prodeco Technologies tries to make part replacement as painless as possible. Simply contact Prodeco Technologies service department and explain the problem. A representative will assist you with getting the part at issue replaced quickly. You can also bring your bicycle to a local authorized dealer and they can assist you with the problem. Parts are always in stock and can be ship immediately.

f. Contacting Prodeco Technologies

You can contact us via the website, email, phone, fax or by mail. Please review the contact details below:

Website: www.prodecotech.com

Email: service@prodecotech.com

Phone: 800.943.6190

Fax: 954.974.6729

Mail: Prodeco Technologies, 2590 North Powerline Road, Pompano, FL 33069

Chapter 11: Parts and Components List

Line	Part Description	PART NUMBER	Cost
1	Accessory - Multi Tool - Nickel Plated & Composite - VHB034 - 15 in 1 - Black	AC.TO.151.VHB034.B	$8.95
2	Battery - 38.4V 9Ah - LiFEPO4 - Prodeco Technologies - V12.1 - Prismatic Phosphate Polymer Cell	PT.BA.V12.1.384.9AH	$389.95
3	Battery Mount - Rear Rack - Aluminum - V671-03 - 34.9mm - Black	PT.BM.V12.1	$29.95
4	Bell - Aluminum Cap - V31A-06 Sliding Lever - 40mm Diameter - Silver Cap & Black Base	AC.BE.40.V31.SB	$2.95
5	Bottom Bracket - Crank Bolt Set - 15mm	PT.BB.CB.15	$4.95
6	Bottom Bracket - Cromoly & Steel - V523007 - Sealed Bearings - 110.5mm - 68mm - Square Tapered	PT.BB.CR.SB.110.ST	$12.95
7	Brake - Adapter - 180mm Front IS - Promax - Black	PT.BR.AD.FR.180IS.B	$5.95
8	Brake - Adapter - 180mm Rear IS - Promax - Black	PT.BR.AD.RE.180IS.B	$5.95
9	Brake - Bolt Set for Free Spin Motor - 6 Stainless Steel Screws	PT.BR.BOLT.6.SS	$3.95
10	Brake - Bolt Set for HUB - 6 Screws	PT.BR.BOLT.6	$1.95
11	Brake - Cable - Stainless Steel - 1700mm	PT.BR.CAB.1700.SS	$2.95
12	Brake - Cable Housing - Front Wheel - Promax - Titanium Braided	PT.BR.CAHO.FR.TIB	$9.95
13	Brake - Cable Housing - Rear Wheel - Promax - Titanium Braided	PT.BR.CAHO.RE.TIB	$9.95
14	Brake - Disc Caliper - Alloy - DSK 715 - Promax - Charcoal	PT.BR.DICA.715.PRO.C	$28.95
15	Brake - Disc Pads - BB5 DSK715 - Promax - OEM	PT.BR.DP.BB5.O	$8.95
16	Brake - Disc Rotor - Stainless Steel - DT180B - Promax - 180mm	PT.BR.DI.DT180B.S	$18.95
17	Brake Lever - Aluminum - V102 - Left Side - Promax - Charcoal Assembly - Silver Lever	PT.BL.LS.V102.CS	$7.95
18	Brake Lever - Aluminum - V102 - Right Side - Promax - Charcoal Assembly - Silver Lever	PT.BL.RS.V102.CS	$7.95
19	Cassette - Freehub - 11-28T - Shimano HG41 - 7 Speed - Silver	PT.CAS.1128.HG41.7.S	$18.95
20	Chain - KMC X8.93 - 120 Links & Master Link - Gray & Silver	PT.CH.KMC.X893.120.GS	$14.95
21	Chainguard for 104mm BCD/44T - Aluminum - Sandblasted Silver	PT.CG.F44.104.A.SS	$12.95
22	Chainring - 44T - 3/32" - 104mm BCD - Black	PT.CR.44T.332.104.ST.B	$9.95
23	Chainring BOLT SET - 4 Piece Doubles Set - Male & Female - Silver	PT.CB.4PC.MF.S	$4.95
24	Charger - 43.8V - 2Ah for LiFEPO4 - Modiary	PT.CHA.438.2.MO	$36.95
25	Controller - 36V 200-300W - 14Ah - Prodeco Technologies - 8 Pin Brass Connector	PT.CO.36.200300.14AH.8P.12	$44.95
26	Crank Arm - Forged Aluminum - VFX1 - 170mm for 104mm BCD - Polished Silver - Left Side	PT.CA.L.VX1.170.104.PS	$9.95
27	Crank Arm - Forged Aluminum - VFX1 - 170mm for 104mm BCD - Polished Silver - Right Side	PT.CA.R.VX1.170.104.PS	$14.95
28	Derailleur - Shimano Altus - VM310 - 7 Speed - Black	PT.DE.ALT.M310.7.B	$24.95
29	Fork - Suspension Aluminum - V141 - 26" Rim Size - Zoom - 130mm 1 1/8" Threaded Steerer - Silver Gloss	PT.FO.26.V141.130.SG	$59.95
30	Frame - Folding Aluminum - V12 - 26" Rim Size - Prodeco Technologies Genesis - Brushed Aluminum	PT.FR.GEN.V12.BA	$139.95
31	Grips - ERGO Dual Compound - VG107 - 130mm Right Side - Black on Black	PT.GR.ER.V107.130R.BB	$4.95
32	Grips - ERGO Dual Compound - VG107 - 90mm Left Side - Black on Black	PT.GR.ER.V107.90L.BB	$3.95
33	Handlebar - Mid Rise Aluminum - V3188 - 600mm - Promax 31.8 - Anodized Silver	PT.HA.MR26.V3188.600.AS	$16.95
34	Headset - Integrated 44mm ID - Aluminum Top - V919 - Cartridge Bearing - CH - Silver	PT.HE.I44.V919.S	$19.95
35	HUB - Rear Wheel - Aluminum - VWR921 - 135mm - Quick Release Axle - 36H 12G - 7 Speed - Black	PT.HU.135.V921F.3612.7.B	$24.95
36	Kick Stand - Aluminum - VWA51901 - Double Leg - Center Mount - Black	PT.KS.DL.V51901.CM.B	$24.95
37	Motor HUB - 26" Front Free Spin Drive - 250W - 36V VM12 - Prodecotech - Brushless Hall Sensor - 36H 12G - Sil	PT.MO.F26.FS.250.36.V12.S	$169.95
38	Nipple - Brass - 12G .45 - 12mm - Silver	PT.NI.BR.12G.45.12.S	$0.25
39	Pedals - Aluminum & Nylon - Folding V-HTI F2 - Cromoly 9/16" Spindle	PT.PE.FOLD.HTIF2	$14.95
40	Rim - 26" - 25mm - V25C - Stars - Triple Wall Deep Dish - 36H 12G - Black & CNC Side	PT.RI.26V25C.3612.BC	$39.95
41	Rim Tape - 26" - 25mm - Kenda	PT.RT.26X25MM.K	$0.95
42	Saddle - V20006 - 10.25" x 6.25" - Vented Sport - Black & Gray	PT.SA.VS.106.V06BG	$16.95
43	Seat Clamp - Aluminum - V335 - Frictionless - Promax - CNC Lever - 31.8 - Black	PT.SC.V335.CNC.318.B	$8.95
44	Seatpost - Aluminum - V270 - Promax - Double Barrel Bolt Clamp - 27.2x350 - Silver	PT.SP.RI.V270.272350.S	$19.95
45	Shifter - Cable Housing - Promax - Titanium Braided	PT.SH.CAHO.TIB	$9.95
46	Shifter - Twist Grip 2 to 1 - Shimano RS41 - 7 Speed - Silver & Black	PT.SH.RS41.7.SB	$14.95
47	Spoke - 18/8 High Grade Stainless Steel - 12G .45 - 196mm - Silver	PT.SP.SS.12G.45.196.S	$0.70
48	Spoke - 18/8 High Grade Stainless Steel - 12G .45 - 237mm - Silver	PT.SP.SS.12G.45.237.S	$0.80
49	Stem - Adjustable Aluminum - V570 - 25.4 Quill - Promax 31.8 - Anodized Polished Silver	PT.ST.A26.V570.318.AS	$24.95
50	Throttle - Thumb Lever - V15 - Wux - ON/OFF Switch - 3 LED Battery Indicator - 36V	PT.TH.TL.V15.36V	$12.95
51	Tire - 26" x 1.95" - Kenda Kontact - K841 - Black Sidewall	PT.TI.26X195.K841.B	$15.95
52	Tube - 26" x 1.95-2.125" - Kenda - Schrader 48mm Valve	PT.TU.26X195225.K.48	$6.95
53	Wire Harness - 26" Front Drive - 8 Brass Pin Double Connector - Short	PT.WI.26FD.8P.DC.SH	$10.95

Chapter 12: Specifications

Frame:	Folding Aircraft Grade T6 Aluminum Alloy
Folding Lock:	2 Stage Overlapped Locking EZ Adjust
Finish:	Brushed Aluminum w/ Double Clear Coat
Fork:	Zoom Aluminum Alloy w/ Pre-Load Adjust
Motor:	Prodeco 250W HO Brushless Geared w/ Disc Mount
Battery:	Prodeco LiFEPO4 38.4V 9Ah EZ Remove
Power:	Thumb Throttle Control
Headset:	CH Cartridge Bearing w/ Sealed Alloy Top
Stem:	Promax Adjustable Aluminum Alloy
Handlebar:	Promax Sand Blasted Mid-Rise Aluminum
Front Brake:	Promax DSK-715 Disc Brake Bearing Caliper - 180mm SS Rotor
Rear Brake:	Promax DSK-715 Disc Brake Bearing Caliper - 180mm SS Rotor
Brake Levers:	Promax XL-102 Alloy Bracket & Lever
Cables:	Stainless Steel in Lined Ti Finish Braided Housing
Crankset:	Forged Aluminum 170 Arms w/ 44 x 3/32" CR
Chain Guard:	Aluminum Alloy Sandblasted
Bottom Bracket:	PT 100.5mm Sealed Bearing 68mm English
Pedals:	Aluminum Alloy & Nylon Folding w/ Cr-mo Axles
Chain:	KMC X8.93 Narrow 1/2" x 3/32"
Rear HUB:	WR 135mm 36H Freebody w/ Quick Release Axle
Rear COG:	Shimano HG 11-28 7 Speed Cassette
Rear Derailleur:	Shimano Altus 7 Speed
Shifter:	Shimano HG TX50 7 Speed Index
Rims:	Stars 12G x 36H Triple Wall Aluminum Deep Dish
Spokes:	Black Stainless Steel 12G & Solid Brass Nipples
Tires:	Kenda Kontact 26” x 1.95”
Tubes:	Kenda 26” X 1.95” 48mm Valve
Kick Stand:	Center Mount All Aluminum Double Leg
Seat Post:	Promax HD Machined Aluminum 27.2” x 350MM
Seat Post Bracket:	Promax Double Barrel Bolt Infinite Adjust
Saddle:	Prodeco Sport 10.25” x 6.25”
Reflectors:	Cateye White Front & Wheels w/ Red Rear
Speed:	18 MPH
Range:	20 - 30 Miles
Charging Cycles:	2000 +
Charging Time:	3 - 4 Hours
Weight Limit:	220 LBS
Frame Warranty:	Lifetime
Battery & Motor Warranty:	2 Years
Components Warranty:	2 Years
Weight:	50 LBS